

and the farmers of Huntingdon will be heard. The governors of McGill College, and groups of farmers from Waterloo, Longue Point and elsewhere, must likewise have a chance at the Commissioners at some period of the sitting. It will be seen, therefore, that while Ontario industrial interests have had a full hearing, those of Quebec, and especially the extensive manufacturing interests of Montreal, have not been backward in arranging to pour their complaints or advices into the patient ears of the Governmental deputation.

CIGAR MANUFACTURE AND INLAND REVENUE.

Cigarette smoking is clearly on the increase, as any one who watches the chrysanthemum bedecked youths of to-day can easily see. It is a naughty, needless habit, but as it is with us and about us, and until our youths outgrow it or their doctors forbid it, we shall hardly see it fade. How many are made in Canada we do not know, but the last Inland Revenue report gives the number of cigars produced, which was 105,550,560 in the Dominion, and 46,148,285 made in the Province of Ontario last year. Montreal produces the largest number of cigars, some fifty millions, Davis & Sons and Fortier, largest producers, and her product is known from one end of the Dominion to the other. Then there are Quebec tobacco and Granby cigars in the same province. London, Ontario, ranks next to Montreal in this industry. People generally do not know how large a cigar-producing point London, Ontario, is. That city has fifteen cigar factories, which worked up last year 344,242 pounds of raw leaf tobacco and produced therefrom 20,327,380 cigars. The duty collected during the year from London makers, at \$6 per 1,000, and the license fees, amounted to \$76,269. The city of Toronto reports sixteen factories, but only 4,941,895 cigars were produced in them, or about 308,000 each. Hamilton, with fourteen factories, produced 3,944,210, and Guelph, with twelve factories, a total of 4,244,925. The industry is a growing one.

We do not mean that London furnishes the Government with more internal revenue from all sources than Hamilton, for instance, but speak above of the tobacco excise alone. Guelph collected last year \$392,365, which was mainly for whiskey and cigars (including Berlin); Hamilton, \$536,513; London, \$339,529; Windsor, \$328,845; Ottawa, \$235,193, Kingston and Prescott coming next. But Toronto overtops them all, principally because of the great output of the Gooderham & Worts distillery, returning to the Dominion Treasury the great sum of \$893,184. The total sum of \$5,510,142 was the contribution of Ontario to the Inland Revenues of the country last year.

LIABILITY OF TELEGRAPH COMPANIES.

A decision involving the responsibility of a telegraph company for error in the transmission of a dispatch has been delivered by the District Court of Appeals, at Washington, reversing the decision of the lower court. The case was that of Joseph Fererro, plaintiff and appellant, against the Western Union Telegraph Company. The plaintiff claimed damages for an alleged incorrectly transmitted telegram from a business house in New York. One of the most important points in the case was whether the receiver of a message could secure damages, and the decision of the court was the first on the question made in the district. The Court of Appeals holds that the telegraph company is liable.

The business house in New York telegraphed to Fererro that it would sell potatoes at 55 cents per bushel. The telegram when received by Fererro, quoted the price at 45 cents, upon which quotation the plaintiff ordered two carloads. He found customers immediately for one carload, but when he learned that the price was 55 cents, he refused to accept the consignment. He brought suit against the telegraph company. Judgment was originally rendered for the defendant in the lower court.

In appeal, Justice Shepard, in reversing the lower court, held that the plaintiff ought to recover "the actual pecuniary damage that he might have sustained through the failure to obtain the potatoes at the price at which he had reason to suppose they had been offered to him." He could not recover the profits he would have made from the re-sales, because that loss was the result of his refusal to accept the consignment.

BANK OF OTTAWA.

It is very agreeable to be able to say, as the authorities of this bank do to their shareholders at the close of another year, that its business continues to grow in volume; and to show, besides, that the rate of profit, which is a satisfactory one, is substantially maintained. After paying 8 per cent. dividend, a round sum has been added to the Rest and the same amount as last year placed to the credit of Officers' Pension Fund. Some reference is made to a slight reduction in the net profits because of lower rates of discount, the result of competition, and an unusually stringent provision for possible bad debts. The

latter reason is one evidently dictated by prudence; as to the other, no customer is likely to complain of it, and after all, judging by the rate of net profits earned, the rates of discount are not dangerously low.

The address of the president gives an intelligent *resume* of certain financial conditions peculiar to the year, closing with some hints to the powers that be about interfering with certain duties. The decision favorable to the bank, in the matter of McCracken, Boyle & Co., which concerned the right to hold property on which advances had been made, is one of importance to bankers. Mr. Magee's tribute to the enterprise and perseverance of Mr. John R. Booth in the building, "almost single-handed," of the Ottawa & Parry Sound Railway, is deserved. The importance of this road has scarcely yet been grasped by the general public. It will be seen, however, in the near future. Besides all the railway will accomplish in the development of the country through which it passes, the saving of distance in freightage from Lakes Huron and Superior to the seaboard affords another string to Canada's bow in the contest for through carriage by our northern routes.

HALIFAX BOARD OF TRADE.

The quarterly meeting of the Halifax Board of Trade was held on December 10th, between thirty and forty members being present. The principal topic discussed by the meeting was cold storage. Mayor Clarke made an elaborate exposition of the scheme and was followed by Messrs. J. E. DeWolfe and G. J. Troop, who moved and seconded the following resolution, which was unanimously passed:

"Resolved, that this meeting having fully discussed with the promoters of the Canadian Atlantic Cold Storage Company, Limited, the question of refrigerator facilities at the port of Halifax, hereby cordially endorse their scheme as being in the best interests of the Province, and hereby pledge the board to use its best efforts in furtherance of the enterprise; and it is further resolved that the Provincial Government and the city authorities be strongly urged to grant such assistance as shall lead to the installation of such facilities in the city of Halifax at the earliest possible date."

On motion of A. M. Payne and J. E. DeWolfe, it was resolved that the Board favors the negotiation by the government of a treaty between Italy and Canada for the establishment of closer relations between the two countries. S. R. Cossey brought to the attention of the board the permanent exhibition in London; Senator Power, John Starr, G. J. Troop, A. M. Payne and W. A. Black made remarks thereon, and the latter moved a resolution, which passed, expressing the opinion that:

"The proposal to establish a permanent exhibition of the natural and industrial products of the Dominion, in the central business portion of London, under the charge of a duly qualified agent, thoroughly conversant with the trade and manufactures of the whole country, will supply a long felt want in promoting a more extensive introduction and sale of such products to British consumers, and that as a permanent exhibition with priced samples, aided by an active canvasser for business, as outlined in the prospectus submitted, is calculated to prove a valuable practical adjunct to the office of the High Commissioner, as well as to the Imperial and Colonial institutes at the capital of the empire, the board recommends the proposal to the favorable consideration of the Federal and Provincial Governments for reasonable assistance with a view to its early adoption."

QUEBEC BOARD OF TRADE.

Between thirty and forty members were present at the annual meeting of the Quebec Board of Trade on Wednesday, December 9th, a report of which reached us too late for our last issue. It was a lengthy meeting, lasting from two o'clock till nearly six. In the absence of the president, Hon. R. R. Dobell, the chair was taken by Mr. Ed. Dupre, first vice-president, who read the lengthy and important report of the Council of the Board. This document referred to the Great Northern Railway, winter freight rates on the railways, the Intercolonial Railway station at Levis, the railway bridge at Quebec, the monthly line of steamers between Halifax and Jamaica, the Levis Graving Dock, Ottawa River Canal, dairy products and export trade, Provincial Boards of Trade Congress, the London Chambers of Commerce Congress, postal matters, the state of city trade, the business outlook, and hide inspection.

A paragraph from the report is as follows:—"According to authorities in the matter, the running and carrying capacities of a steamer cannot be made concordant or concomitant. Tonnage has to be sacrificed to speed, and speed to tonnage. It is also the case with railways, where passenger and mail trains are separate services from freight trains. Under the circumstances, in the opinion of your Council, the policy should be to organize a double service, one for passengers and mails and one for freight. Both, however, would accommodate freight and passengers according to their special and respective capacities