

The pleasure excursion season is over, and it is almost a miracle that there has been no serious accident. As a rule the boats have been wonderfully patronized, considering their general liability to accident. Boat after boat has been laid up for repairs, sometimes seriously damaged, sometimes slightly. Last week the steamer "Empress of India" had to come back from Hamilton, with a body of excursionists, with only one paddle working. Two or three others are at present disabled, but are to be refitted and overhauled to do duty next summer. One of the crazy boats is twenty-six years of age, and was brought from another part of Canada, very likely because her unsafe state was too well appreciated. Several of the used-up Toronto boats have left the Queen City for parts unknown, their value being thoroughly understood here. It is a mystery where all the fine-looking broken-down boats come from. The worst part of the affair is that those boats which prove the most unsafe are generally found to have been set down as *new boats*. There ought to be some way of discovering to the public the capacity of all pleasure and excursion boats, together with their age and comparative safety, for the great body of pleasure-seekers are entirely at sea with regard to these matters.

A large item in the expenses of entertaining the Rochester City Council when they did us the honour of visiting us and our exhibition, was for wine. The Rochester Civic Council have sent us a resolution of thanks for the "princely entertainment," and the niggardly portion of the community want to know if wine means "princely entertainment." "Princely entertainment is a first-rate thing when it costs nothing, but if it is at all expensive, leave it out; and as the winter is coming on, and a consequent amount of mud will be found in the streets, use the surplus to the best advantage and buy macadam for the streets." That is what the niggardly portion of the community said when they heard that certain foreign civic bodies were to be entertained at the expense of the city.

Any one at all conversant with Toronto matters, or who has lived in Toronto for the last ten years, must have noticed that two or three times every year the subject of new court houses is broached with an evident newness, as if the idea had struck somebody for the first time. The *Globe* says: "The Court House question is again exciting attention," or in other words, the Court House question is again arresting attention. It is to be hoped the Corporation of Toronto will immediately join with the County Council and endeavour to arrive at some definite conclusion in regard to new court houses, as the present buildings are a disgrace, and are not of sufficient account to merit the name they bear.

The people of Montreal have got ahead of Toronto; their railway to connect with Lake Nipissing, to intercept the traffic of the Canada Pacific, must considerably damage the Ontario capital, it is said, and so the Toronto City Council have memorialized the Ontario Legislature, requesting that body to take into consideration the immediate claims of the Ontario Pacific Junction Railway upon their support. A reply from Mr. Mowat's administration will be eagerly looked for, for the Northern Railway and the citizens of Toronto do not much relish being left out in the cold, when the syndicate who are to construct the Canada Pacific Railway have fulfilled their part of the agreement.

And now it is being generally talked about by persons whose word has no weight, including the *Mail* newspaper, that instead of expending \$500,000 upon new Parliamentary buildings in the Park, one-half of that sum be set aside to turn the present Lunatic Asylum into Parliament buildings. The notion at first appeared to be worthy an inmate of that institution, but second thoughts prove the suggestion more valuable. The Queen's Park is too small for such large buildings, as the new Parliament houses must necessarily be; the Lunatic Asylum grounds stop the growth of the city, as the grounds are three quarters of a mile in extent. The lunatics themselves are an annoyance to the vicinity, and must sooner or later be moved; and with a sum less than one-half that necessary to erect new Parliament buildings, the present Lunatic Asylum could be so altered to answer every purpose internally and externally.

Queen City.

TRADE—FINANCE—STATISTICS.

THE ZADKIEL'S ALMANAC OF THE GRAIN TRADE.

"The latter is the principal cause of the delay of the California export movement, while in California there has been a combination of causes that have checked the movement of the new crop of winter and spring wheat from the Atlantic States."—*New York Produce Exchange*, 17th Sept., 1880, 6th sentence, 1st column, 1st page.

The above is a fair sample of the narrative style of the official. If the *Sacramento Bee* is to be trusted, a scarcity of wheat is not one of the causes that contribute to check the movement from the Atlantic States of California. It says:—

"The fact that the wheat crop of this State will be much greater than even the most sanguine anticipated a few months ago is receiving daily demonstration. Along every line of travel, both by water, rail, and waggon road, are accumulating great piles of grain awaiting shipments. New warehouses have been put up in many places, and so rapidly filled that the farmers are crying for more. Persons well posted in matters of this kind inform us that the wheat yield of California this year will be in the neighbourhood of one million tons. Her surplus for shipment will probably amount to 900,000 tons."

On which the *Toronto Mail* of 17th Sept. 1880, comments as follows:—

"It should be remembered that this surplus is equivalent to 30,000,000 bushels, against 19,000,000 bushels surplus last year; and that while Oregon's exportable surplus last year was 6,000,000 bushels, this year's has been estimated at 5,000,000 bushels more. If these estimates should be realized, the Pacific States will have 16,000,000 bushels more wheat for shipment than in 1879. An addition of 2,000,000 quarters of Californian wheat to the quantity of Californian wheat to be offered in English markets—being probably from one-eighth to one-sixth of the total imports needed in the coming harvest-year—cannot fail to have an important influence on English prices."

If this were an isolated instance of careless diction or typographical error we might be accused of hypercriticism, but when we find an ever-recurring laxity of statement and a succession of mistakes in figures—all tending in one direction and never corrected—we are justified in assuming that the aim of this pretentious publication is to mystify its readers. No grain statistics published in America are so extensively quoted, and the injury done last year by its distorted and one-sided views on the food-supply situation was almost incalculable. Yet there was almost always to be found among the chaff some grains of wheat that could be paraded and crowed over as occasion required. Its forecast of the United States and Canada surplus available for Europe was perhaps the nearest to results, but its estimated deficiency of sixty-three and a half millions between the supply and demand of the whole world was the most extravagant and incorrect of all the estimates.

The latter half of September seems to be about the time when the mystification necessary to manipulation should commence, and we see symptoms already. If the advance movement is to get a grip at all it must be mainly on English requirements, and it therefore seems necessary to prove—*first*, that England required 24,000,000 of quarters for actual consumption in 1879-1880, and will probably need more in 1880-1881; *second*, that she had to draw largely upon her reserves during the cereal year ending 31st August; and *third*, that her wants are mainly supplied by the United States. The correctness or incorrectness of these propositions is of paramount importance, and the object of the following figures is to enable our readers to form independent conclusions.

First: With regard to the assertion that the English consumption is 24,000,000 quarters, it can only be said that it is pure assertion unsupported by any proof, and at variance with careful calculations made by other authorities. Messrs. Patterson Brothers & Co. of Liverpool estimated 22,717,414 quarters; Mr. Duncan Stewart, 12,443,750. It is, however, in the power of the "official" to prove in a perfectly satisfactory manner exactly what the consumption was. We shall see in detail under the second head that the net imports and home deliveries, from 1st Sept. 1879 to 31st Aug. 1880, were 22,594,445 quarters. There is very little chance for error in this, as the net imports are from Custom House returns, and the home deliveries are so small that whatever variation from rigid fact there may be in multiplying by four, the total of the reports from 150 principal towns in England and Wales is reduced to a minimum. Add to the 22,594,445 thus obtained the decrease in stocks between 1st Sept. 1879 and 1st Sept. 1880, and we obtain an estimate of consumption that is near enough for all practical purposes. If the "official" is correct there should be a decrease in stock of 1,405,555 quarters=11,244,440 bushels; but in reports already published there is nothing to justify the assumption that there is any such decrease. Let us see.

In this issue of 17th Sept. we have the following comparative statement of stocks on 1st Sept. To simplify investigation we have reduced centals and quarters of wheat, and barrels and sacks of flour, all into bushels of wheat:—

	1880.	1879.
Liverpool	2,755,065	3,572,434
Glasgow	778,460	645,245
Bristol (no flour reported),	261,472	210,272
Total	3,794,997	4,427,951
Decrease in 1880		632,954

Liverpool stocks might have been expected to decrease, as the trade has been going to other ports. Glasgow increased—flour included—and Bristol shows an increase without any note of flour. It must not be forgotten that