

**All communications, advertisements, etc., intended for insertion in "The Trade Review" should reach this office by Wednesday morning.**

## General Summary.

There were more quotations from the **TRADE REVIEW** last year in Canadian, American and English papers than from all the other journals of its class combined, that are issued in the Dominion.

A female "drummer" for an American wholesale grocery firm is on the road, and is said to be taking orders "right and left" with her fascinating ways.

There is every prospect that the exhibition of 1895 in St. John, N.B., will be the largest and most successful ever held in St. John. The grounds are greatly increased in size from those in which previous exhibitions have been held.

The first regular trains were run on 29th inst. over the new Ninth street electric railway, equipped with the underground system of a Chicago company. As a result of the trial, it is declared the road is a success, and the problem of the successful operation of an underground trolley system has been solved. Work will begin next week on the construction of an electric railway between Baltimore and Washington, a distance of forty miles.

In the New Zealand Parliament on 3th inst. Colonial Treasurer J. G. Ward presented the annual financial statement, showing an estimated surplus of £9,400 for the coming year. Mr. Ward announced that the Government proposed to reduce the duties on tea, kerosene, and other articles. He said it was also the intention of the Government to subsidize the Vancouver steamship service in the amount of £20,000 annually, and to co-operate with Canada in the Pacific cable scheme.

Application has been made by the following persons for incorporation as the Daily Record Printing and Publishing Company:—Edward S. Carter, Harris G. Fenety, Beverley A. Carter and John A. Golding, of the city of St. John, and William T. H. Fenety, of the city of Fredericton. The amount of the capital stock is to be \$20,000, of which \$16,000 has already been subscribed. The stock is to be divided into one thousand shares of twenty dollars each.

Tobacco smuggling has been carried on between Montreal, Boston, and New York for many months. The United States Customs officials have been on a close watch, and they now have a good case. Arrests of importance may be made shortly. The scheme is operated between Lacolle, Stottsville, and Rouse's Point. The tobacco, comprising the Sumatra and Havana leaf, upon which the duty is \$1.50 per pound, is purchased from large Montreal firms, and is carried over the border in 50-pound

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Incorporated by Special Act of the Legislature.

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packages on a railway tricycle. At Rouse's Point the tobacco is forwarded to Boston and New York by men in the league. The traffic has been successfully conducted for weeks, and when arrests are made two prominent French-Canadians of Stottsville, and also prominent men of Rouse's Point, for co-operation, will be in trouble. Indictments are now out, and action may be taken at any time. How packages of Havana leaf get to Lacolle for export is a mystery.

The people of Pembroke may now look forward to the early completion of the Pontine and Pacific Railway to their town. Messrs. W. Dale Parris, general manager, and Resseman, superintendent, has been in Pembroke. The object of their visit was to consult with the authorities at Pembroke with regard to the most suitable approach and entrance for the railway to the town. They are also to make a passing survey of a proposed route eastward to Waltham, the present terminus of the railway, and at the same time procure an idea of the possibilities in the freight and passenger lines.

The Customs department, Ottawa has received a most unique payment for Customs duties, being about 200 ounces of gold dust valued at \$4,000. This was collected for duties by the Northwest Mounted Police officer at Fort Cuahady, Yukon district, who also acts as collector of customs. As there are neither bank notes nor coin in the district, payment was made in "the currency of the country," that is gold dust, which "goes" at \$20 per ounce. The dust was in a buckskin bag, packed in a small but very strong wooden box. It was shipped down the Yukon to St. Michael's at the mouth of the river, thence by steamer to Vancouver, B. C., and by express to Ottawa. On its receipt Acting Commissioner of Customs McMichael had it placed in the Bank of Montreal for sale and conversion into coin. So far as is known this is the first instance in Canada of Customs duties being paid in "dust."

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Talk of racial problems in Canada, what of this? By an Act passed in the last session of the New York Legislature it was made unlawful for the keepers of hotels, restaurants, theatres, barber shops, Turkish baths, etc., to refuse accommodations or attention to negroes. A few days ago, local papers tell us, this law came into effect, and at once a group of influential negroes made a round of the leading hotels and fashionable places of resort, ordering rooms, or meals, or other service. In most places the proprietors begged their would-be customers not to insist on the new right as the effect would be to ruin the business—Canadian Gazette.

The island of Trinidad, which the Brazilians seem to want so badly now that Britain has taken possession of it for a cable and coaling station, lies over six hundred miles east of the coast of Brazil. It is uninhabited, mostly barren and could probably be made to serve no other useful purpose than that to which England proposes to put it. As a matter of maritime convenience, says an exchange, civilized occupation of Trinidad will be as much an advantage to American as to British shipping. For hitherto its unlighted and unlovely coast has been a source of dread to navigators making the voyage to Argentine and around Cape Horn from Atlantic ports in the United States.—Ex.