

seen many instances of this. By this time, and with all the multitudinous competitors, a common nigger, I will be bound, if he has a shop and sells writing paper, will look for the watermark, perfect sizing and strength, in any sample offered to him.

But our home firms don't and won't acknowledge this. They imagine Colonial trade to be a sort of haven for the reception of all low-class goods. This is a great mistake.

But our makers and our shippers never give such an idea a single, solitary thought. Other nations—who send travellers out to enquire and look up our colonies for trade—do, and leave no stone unturned to thoroughly make themselves possessed of every detail of such country's trade and requirements.

Until we do this, and observe our customers' tastes, we shall have to play second fiddle. So long as our people will not cultivate close acquaintance with their customers' habits and tastes, they must expect to give way to all other nations, who do.—"Paper-Making," London, 1st April, 1899.

NO PROTECTION IN G. B.

In the course of an article written by "A British Canadian," last month, from Montreal to a London trade journal, "Paper-Making," the protectionist tariff of the United States and Canada are praised, and the following language used:

"I can't understand why a sensible people like the British keep an open door for the manufacturers of all foreign nations, while they take good care to keep a shut door against the former's goods. The fact is there is no practical sense in it, however beautiful their present free trade theory sounds. I hope you will all soon see the light, and have the tariff put on a proper footing." In response, the Editor of the British journal says:

"We are afraid that any remedy resting upon a return to what is known as 'protection,' will not be even listened to here by anyone. According to to-day's opinion—be it right or wrong—free trade is an absolute necessity for Great Britain. We offer no remark upon this policy beyond saying that anybody, who so much as thinks to the contrary, or favors any sort or kind of protective legislation, is considered fit for a lunatic asylum only. No argument can possibly be uttered or heard here, in Great Britain, if it even savors of protective policy. It is a thing of the past, and the glories and gigantic advantages of free trade will, shall, and must exist, now and forever more. Amen.

AN EXCITING TRIP.

The Sincennes-McNaughton Forwarding and Tug line accomplished the wonderful feat of towing the four-masted sailing vessel, "J. H. Rutter," of 2,000 tons, through the rapids the other day.

The vessel, which is 212 feet in length, has a beam of 36 feet and has for a considerable time been plying on the Upper Lakes. Recently she was sold to an American company to freight coal from the Lower Provinces to New York. Being too large a vessel to pass through the canal locks, the Sincennes-McNaughton line were asked if they could bring her through the rapids from Valleyfield to Lachine. Although it was a dangerous undertaking, the powerful tug Hudson, with a large and experienced crew, was immediately despatched to the scene, and on Thursday night Captain George H. Matthews, president of the company, Mr. Dupre, general manager, and Mr. J.

O. Gravel also proceeded to Valleyfield. The "Hudson," containing these gentlemen, started from Valleyfield at 11.45 yesterday morning, and after an exciting trip, succeeded in mooring the sailing vessel at Lachine at 3 p.m.

That skilfulness and judgment was brought prominently into play is demonstrated by the fact that the channel at the Split rocks is only 45 feet wide, and the beam of the sailing vessel is 36 feet.

Captain Legault, of the tug "Hudson," wisely took precautions by stationing his men with axes on each side of the vessel, for the purpose of immediately severing the hawsers in case of accident, but the skilfulness of Pilot George Hains and his son made the trip both a successful and prosperous one for his enterprising employers. One of the Sincennes-McNaughton tugs will tow the vessel to Nova Scotia.—Montreal Gazette.

WIRELESS TELEGRAPHY.

Of Marconi's recent feat in wireless telegraphy, in which messages were sent across the English Channel, various prominent British electricians speak, as follows, according to The Electrical Review: "Lord Kelvin said: 'I am not surprised at the results attained. I believe wireless telegraphy has already become a practical success, and its future is immense. For over-sea communication it has many advantages.' Professor Sylvanus Thompson said: 'Marconi's demonstrations are the natural development of principles propounded by Hertz and Oliver Lodge.' W. H. Preece declined to commit himself to a statement as to what future developments will be attained in the matter of distance. He concurs with Tesla that Marconi's experiments, though interesting, are not specially novel. He thinks the system will prove good for short distances, but not for signaling across extended space. A prominent London expert, who does not wish his name disclosed, said Marconi can do nothing commercially with the system, because the transmission of messages is too slow for public requirements, and also, because it is impossible to maintain absolute secrecy. Anyone possessing an apparatus can receive the message destined for another person."

A RAILWAY QUESTION.

A Goderich writer addresses an open letter to Mr. Kemp, president of the Toronto Board of Trade, on the question of railway connection with Lake Huron or the Georgian Bay. He asks why the Toronto Board of Trade and the press have committed themselves to any one particular route in the agitation for an independent railway connection for the transfer of grain from the Upper Lakes?

He thinks a most careful enquiry should be made, to ascertain by what route grain could be carried most cheaply.

"It is pure childishness to say that the shortest line must necessarily be chosen. It is evident that a railway seventy miles in length might cost more to construct and to operate than one of a hundred miles; a railway with good paying local freights could afford to carry grain more cheaply than a line which had to depend for its profits entirely upon the through carriage of grain; and a railway connected with a port which is open seven months in the year can afford to offer lower rates for freight than a line from a port which is only open six months. Again, when we compare the cost of transportation by rival routes from Fort William to Toronto, we must consider the total cost of transportation over the whole distance."

Here is what he urges in favor of the route from Goderich to Toronto. We condense:

"The harbor at Goderich closes at least ten days later and opens at least ten days earlier than the ports on Georgian Bay.

The course of navigation by the chart to Goderich from the Sault is direct and is slightly shorter than to Collingwood.

Grain can be carried to Goderich from Fort William for one-eighth of a cent less than to any Georgian Bay port, because by the open water route there is less risk to navigation and insurance rates are lower; there are no fogs, islands or shoals, and therefore vessels can make better time.

It will take several years and several hundred thousand dollars to make Collingwood harbor what it ought to be. Goderich harbor, on the other hand, will this season be deepened so as to admit the largest vessels on the lakes, and a railway from Goderich can be built at a less cost per mile than from Collingwood.

A railway from Goderich could be operated at a less cost per mile than from Collingwood, because there is practically an even grade all the way to Toronto.

The popularity of the Goderich route with Western shippers is shown by the fact that the elevator just erected has orders for six million bushels of grain for the coming season.

The importance of this port is established by the fact that last month, petitions for the deepening of the harbor were presented to the Dominion Government signed by American vessel owners representing over a million tonnages, all the leading Canadian vessel owners and American and Canadian shippers of grain, including eighty-four millers in Western Ontario.

The C.P.R. at present hold the charter for a line from Guelph to Goderich. This charter was extended in 1896, until the year 1901, upon the express understanding that the line should be built and in operation before that date. So far, the C.P.R. people have made no sign, and they may not intend to use this charter. Why not get this built?

TORONTO MARKETS.

Toronto, May 18th, 1899.

DAIRY PRODUCE.—The make of butter in the country is very large. Large quantities are going forward in export, shipments to end of last week amounting to 7,757 packages, against 2,789 packages for the same period 1898. Local values are easy. We quote: Dairy tubs, 11 to 12c.; large rolls, 10 to 12c.; and prints, 12 to 13c. per lb. Creamery is also lower, tubs selling at 16½ to 17c., and prints, 17 to 17½c. per pound. The recent rains in the country will do much to improve pastures and make continuous the supply of products. Dairymen look for a large make of both butter and cheese this year. At country points cheese was sold this week at points ranging from 9¼ to 9¾c. per lb., with a tendency to slightly lower prices at the close of the week than at its commencement. There are large deliveries of eggs coming forward, and prices are easy.

DRY GOODS.—The weather has been very unfavorable for retail trade in summer fabrics. The sorting orders to the wholesale trade have been in consequence limited. Values are firm. Cottons have shown an upward tendency, and prices of denims have been advanced. The mills are very busy and well supplied with orders. The Canadian woolen mills are well employed. In Great Britain the outlook for vicunas and for both wool and worsted serges is good. A little has been done there in beavers, heavy diagonals, and various mixture overcoatings. Makers