

—The lucifer match trade appears gradually to be becoming a favorite manufacture. Eddy of Hull seemed at one time to have a monopoly of the Dominion; but now there is an extensive manufactory at Sherbrooke, another at Etchemin, one on a very large scale at Watertown near Hamilton, one at Petrolia, and lastly a strong company is being formed in London. A case, containing 40 boxes used to sell for \$6 and \$7 a case, now the price is \$3.50 to \$4.25.

—The low prices current for coals have brought about an immense business, and the mid-winter trade in most of the western cities never equalled that which has been going on for the last few weeks. Coal carts might be perambulating as for a May day's show, they form along our streets in such processions. Fine stone sold at its lowest for \$4.75, but is now \$5.50, chesnut \$5.25, egg \$5.10. Apropos of this the City Council of Toronto examined this week 123 coal cart weighings. The result is honorable to the dealers; of the 123, 78 overweighed 5 to 130 lbs., 25 were exact weights, 20 underweight by 10 to 100 lbs. Tight money has been a blessing to coal merchants, for they none of them held very large stocks to fight the serious decline with; and as the low prices will stimulate consumption, profitable transaction should wait upon judicious figures. It is believed that wood will be cheap this year owing to the probable increased import of coal at the low rates. It is reported that Toronto alone will want 100,000 cords less than last year.

—In a sugar dispute as to short weights, it has been decided once for ever, that buyers are answerable for all loss in weight *in transitu*. In other words, sellers' weights are law.

—Petrolia, Ont., is now shipping oil to the value of \$20,000 a week, equal in barrels to despatching two vessels weekly of a burden of 5,000 barrels each. At this rate the value of the trade would be \$1,000,000 annually, or say, one fiftieth of the whole American trade.

—There are nearly 50 sumac mills in the United States and not one in Canada. The sumac tree abounds throughout this country, and as the quality very much depends upon the way in which it is gathered and ground, there is no reason why this trade should not be developed in the Dominion. It is worth \$5,000-000 annually in Europe.

—Can any body tell us if anything is being done in Canada to inaugurate or foster oyster culture? Dr. Buckland, England's ablest pisciculturist tells us that almost any bottom, not too sandy or too tempestuous, will do for their propagation. In Great Britain, oyster and mussel culture is a governmental question, with a premium attached to it for propagators.

—The quantities of flour, butter, meats, grain, provisions, &c., that are sent eastwards imperfectly stencilled is a matter of great surprise. Packers and shippers forget that traders in the old world know nothing of the geography of the modern cities of the West, and if they wish their brands to be thoroughly well known, they should see to the perfect legibility of their name, city, town or village, country, province, and even nationality.

—In 1874, potatoes sold at \$1 a bag. They stimulated growers, so much so, that in 1875

they were free of sale at 50 cents. This appears to have frightened farmers; they planted sparingly, and they are now scarce at 80 to 90 cents, with a prospect of being much dearer later on.

—The conversion of potatoes into potato flour or farina, is much more talked about now than formerly. The Americans have got 50 farina, or, as they call them, potato starch mills, to work. Potatoes as they now sell in the tubers do not fetch more than $\frac{1}{2}$ cent per lb., whereas converted into flour they are worth 4 cents per lb. England alone would take 100,000 or 200,000 tons annually.

—Indian corn is attracting more attention in Great Britain just now than ever. As an animal edible, whether for biped or quadruped, it has never been properly appreciated there, and James Caird, M.P., and the London *Times* are painstaking in promulgating the fact.

—Our hop yards will make a mint of money this fall if they will only sell. They can get 30 cents per lb. on the average for what they last year sold at 5 or 10 cents less.

—The Yankees who lately came on here and gave timepiece-canisters—i. e., handsome (?) clocks, surmounting large red glazed (japanned) upright tin boxes—to all those who purchased coffee from them are having a bad time of it! Neither the clock or the transactions work well. The Yankee presented the clocks under the conditions that storekeepers were to continue to draw their supplies of coffee from them, an understanding which the latter did not subscribe to or which they now repudiate; besides, "the clocks won't go," they say, "and therefore neither will the business."

—Our shipments of barley to the States are not one half of what they were this time last year. Why?—we haven't it!

—There are at least ten products—articles of every day consumption—of which the Americans consume \$10,000,000 worth annually, neither named directly or indirectly in our Canadian tariff of customs!

—It is estimated that the accident this day week near Princeton, Ont., will cost the G. W. R. \$50,000.

—Here is an instance of railway management. Five miles from Toronto, on the Lake shore, is Humber Bay, which place may be called our Ramsgate or Margate. The Great Western Railroad passes right through it; but never stops there. So crowded is it in spring and summer, that the *Waterdown*, a fair sized steamer which hourly plies to and fro, last year alone paid off her entire cost, besides dressing her captain and crew in blue serge and brass buttons! In addition, another steamer, the *Empress of India*, bran new, was latterly put on the station and has done well. Yet the G. W. R. has no station, and has never stopped a single passenger train at the Humber Bay! Can you credit it? They have a station two miles beyond the Humber, where it is not wanted, and where they stop several times a day.

—Another instance of dual railway management. The G. T. R. and the G. W. R. have, it is authoritatively stated, some 10,000 tons of old rails and other scrap, worth at least \$170,000. The loss of interest on this at 6 per cent. is \$10,000 annually. Wait till they hear of these things in England!

—Will you allow me to get at our Toronto post office authorities through you? Perhaps 10,000 people go in and out their main entrance daily. It's a wonder there's not somebody killed or maimed, every hour, through the persistent struggle. They all have their exits and their entrances opposed to each other by nature, and every second it's as when "Greek meets Greek." A simple notice posted up—"keep to the right"—would prevent a world of confusion at the doors.

—The body of Mr. Wynward, late manager of the Bank of Montreal, Hamilton, has been found, under such circumstances as unquestionably indicate suicide.

—Mr. Goldwin Smith, who is going to Europe, has published what may be called a "valedictory manifesto," the gist of which is: "Canadian National Independence;" "thorough Legislative Union, &c.," "or Annexation." In a letter a few days ago he advocated unshackled free trade with Great Britain, and not a reciprocal but an exemplary tariff with the United States. Despite some peculiar idiosyncracies he is much respected in the West—thought to be in advance of the times—but one whom Canada should claim and look up to in more respects than one.

—The Sheffield Cutlers' demand for a retaliatory protective tariff against the American hardware manufacturers is causing a good deal of foolish discussion. One would have thought that Lord Carnarvon's "feller" was enough.

—Thanksgiving Day, for this Province, is to be Wednesday, the 2nd Nov. The general opinion of the harvest westwards is, that it's a matter for prayer rather than praise.

—Trade here will be all but suspended on Saturday next to witness the Lacrosse match between the Montreal Shamrocks and the Toronto Champions of the world! This city is terribly exercised about this Lacrosse business.

—Only pity is felt for those shippers who are embarking in the Australian trade without first obtaining reliable and direct instructions from the antipodes. The Australian trade is not new to one half of the commercial men now engaged in this country, who know all about it from a practical experience obtained at home in England or on the continent of Europe long ago. Fancy! shipping on the basis of a "manifest" obtained from New York, or on the theoretical representations of commissioners—I mean no disrespect—who know about as much of the practical "wear and tear" of business, as the tailors of Tooley street knew of globular politics.

—Talking of tailors, women-tailors are superseding the men here, and wisely so, too. The manufacturers who are employing them are doing a good business here, and largely shutting out your Montreal wholesale manufacturers. Women work for one half; their manipulation, which used to be held as "too weak" is now fortified by machines, and drunkenness and, consequently, late hours or no hours at all, are unknown. But men's suits that used to fetch \$25, are now going at \$17,—every thing equal.

—The fruit season being now over for everything but apples—which are very plentiful at \$1 to \$1.50 per barrel—farmers are bringing in more substantial edibles. Prime hind quarters of