

General Business.

MT. ALBION LADIES' ACADEMY, Brockville, N. D.

Institute of the Brothers of the Christian Schools, St. Michael's Classical and Commercial College, CHATHAM, N. B.

This College has for its object to impart to young men, together with the benefits of a Christian education, the necessary knowledge of commerce in all its branches, and whatever else may be deemed to be of use to them.

Terms of Board and Tuition. Board and Tuition for the following year, payable in advance, in two terms: \$70; Sept. 1st, 1879, and \$70, Jan. 1st, 1880.

Board and Tuition for the first or last of each term, \$10.00. Board and Tuition for the second or third of each term, \$10.00.

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Miramichi Advance

CHATHAM, N. B., SEPTEMBER 25, 1879.

Spruce Deals in England.

The St. John Sun says: We quoted a few days ago from Farworth and Jardine's and Duncan, Ewing & Co.'s circulars to show that the London market, which has been depressed and overstocked, the quantities on hand at Liverpool being largely in excess of the stock at the end of last year.

We notice, as regards the London market, that Simon and Mason's circular of 4th inst. states that up to that date 26 cargoes of spruce deals had arrived in London as against 10 for the same period in 1878.

Churchill and Sims' London circular of the 6th inst. says: "Spruce deals, also, have been sent here in excessive quantities and sales during the last month have been very limited in extent."

In fact, the tone of the London circulars is in harmony with the advices from Liverpool and other points in connection with them we may recall the statements and suggestions of Farworth and Jardine, of the 2nd inst.:

"The import, though less than during the like month last year, is still too large and much of the demand, the consumption showing a marked falling off as compared with last year. Stocks are accumulating, and unless shipments are greatly reduced there will be little prospect of a recovery. Latterly there have been fewer cargoes pressing on the market, and the late auction sales show a slight improvement in price."

The future course of the market will altogether depend upon the quantity coming forward for the remainder of the season. After such advices—as late as the 4th inst.—with no information of a contrary character, it is not surprising that leading shippers, it was surmised to us, to read in the Telegraph on Saturday the announcement that spruce deals had advanced ten shillings sterling per standard in England. On enquiring among persons interested in deals now lying in England, we can not find any contradictory intelligence, which is altogether unreasonable. The improvement in prices mentioned by the Telegraph is not a reality, and indeed, there is nothing surer than that unless our shippers continue to curtail their shipments, the chances are that, with poor harvest in England, the general depression of English trade, and a greatly overstocked spruce market, the chances of shippers making good sales next spring are very poor indeed.

The subject of the above article is one which should be treated outside of newspaper animosities, and information respecting it, especially after the foregoing period of depression sustained by our lumbering interest, should be candidly dealt with. We happen to know the source from which the Telegraph received the information which it based the statement that deals had advanced ten shillings per standard in Liverpool and we have good reason to believe that the Sun knew the same fact equally well.

The statement was telegraphed by a correspondent of the Bank of New Brunswick and the Telegraph had it on the authority of the Bank, which is considered very good in commercial circles. The statement of the Sun that its enquiries among persons interested in deals lying in England had not resulted in the confirmation of the announcement goes for little, because while information that deals had advanced ten shillings per standard in Liverpool, and that some of the holders were encouraged to cut advances in price, in view of stocks diminishing and buyers being more anxious to purchase. Holders were also justified in demanding better prices, because freights were advancing materially, owing to the short crops in Great Britain and Europe, causing a great demand for Canadian and American grain and a corresponding diminution of tonnage seeking wood charters. Several sales of deals were made at an advance of ten shillings per standard on former prices, but whether that advance can be maintained is another question. Even were it not any better off, for the advance in freights would not absorb the extra ten shillings. This will be readily understood when we state that 29/6 per standard is now paid for freights which could be secured a few weeks ago at 25/6 and 25/8. These are Miramichi quotations and though the figures are, perhaps, a trifle lower for St. John, the difference between the prices ruling a month ago and now are relatively the same.

The advice embodied in the latter part of the Sun's remarks is good and cannot be too seriously considered and acted upon. The policy of restriction, however, must extend further back than to the shipper. It is not acted upon by the lumberer, for it is not reasonable to expect the over-supply of the market abroad can be judiciously arrested unless the curtailment of operations commences in the woods.

Sir A. T. Galt on Canadian Policy. Sir A. T. Galt is engaged by the Dominion Government as its plenipotentiary General in Great Britain and elsewhere beyond the Atlantic. The position was made a trying one, for Sir Alexander is often called upon to reconcile and explain away very awkward points which present themselves in connection with Canada's present fiscal policy and in doing so it is only to be expected that he should, at times, founder and blunder in a manner not calculated to win the confidence of intelligent auditors or remove the distrust which is already so prevalent in Great Britain in reference to the conduct of public affairs in the Dominion. At Belfast, the other day, he was allowed, by courtesy, to address the Chamber of Commerce. A portion of his remarks is thus summarized:

"The increase of the Customs duties was necessitated by the continued increase of the revenue, produced by a succession of bad seasons. (Cries of "No, no, no.") There were other reasons why the Government of Canada imposed these burdens on the country. It was now twelve years since the Confederation of the British Provinces in North America, and since that time not one shilling had been taken from the British Treasury for any purpose connected with Canada. In addition to that, the Imperial policy had charged Canada not only with the duty of maintaining her own defence, but also with the responsibility of those vast interests of the Empire which stretched between the

present settlements of Canada, and the vast settlements of the Pacific Ocean. Having pointed out the great expenditure which the opening up of the West would involve, Sir Alexander went on to say that the Government of Canada would give the fullest consideration to any representation made by any industry in this country on the subject of the Customs duties. Sir Alexander then pointed out what he considered to be the analogy of the position of Canada relatively to the rest of the world. The Canadian duty was its duty to sell in the cheapest and buy in the cheapest markets; but he asked them to consider whether they were not absolutely not selling but giving away the most valuable possessions they had—the access to their markets—the market on which other countries were absolutely dependent, and they were getting nothing in return. If that was buying in the cheapest and selling in the dearest markets it was very strange that they had not been a change coming over the opinions in this country. (Loud cries of "No, no, no" and "hear, hear.") He did not wish to intrude his own opinion on a subject that must be discussed from one end of the country to the other, but he thought that Canada would be glad to come to such an understanding with their fellow-subjects on this side of the ocean as would form a common partnership between them. (Hear, hear.) However, the Canadians wanted the people to go out from these lands, and to be settled in wheat districts and become tillers of the soil, so that they might become the growers of wheat for England, and at the same time become customers by the English. This was essentially a commercial question, and nobody in the kingdom was better qualified to speak on it than the gentlemen whom he now addressed. (Cheers.)

It will be observed that Sir Alexander protests that the Canadian Tariff is a revenue and not a protective tariff. Sir John protested against a revenue tariff and preferred to double the duties on the necessities of life rather than taxes on wheat and other staples. The assurance that Canadians, as represented by the present Canadian Government, want "to become customers of the English" does not tally with the Protectionist cry at home of "Canada for the Canadians" and it is no wonder that Sir Alexander's effort was received with a coolness in keeping with its insincerity.

Crown Lands Management. A case which illustrates the necessity for a different mode of managing the collection of stamptage recently came up in Gloucester County. An operator got some five millions feet of the woods last winter, a portion of which was cut on private lands. He received his account for stamptage from the Government, which he did not settle in the usual way. Meantime, he sold the logs to a miller and shipping firm. Being required to pay the amount due for stamptage a considerable time after he received his bill from the Crown Lands Department he claimed that he had been over-charged and tendered payment for the quantity of lumber which he alleged he had cut of Crown Lands.

The facts, as we have them from reliable sources, are as follows: In the receipt of the first and twentieth of September, as compared with the corresponding period last year, and the fact that the last winter, the holders were encouraged to cut advances in price, in view of stocks diminishing and buyers being more anxious to purchase. Holders were also justified in demanding better prices, because freights were advancing materially, owing to the short crops in Great Britain and Europe, causing a great demand for Canadian and American grain and a corresponding diminution of tonnage seeking wood charters. Several sales of deals were made at an advance of ten shillings per standard on former prices, but whether that advance can be maintained is another question. Even were it not any better off, for the advance in freights would not absorb the extra ten shillings. This will be readily understood when we state that 29/6 per standard is now paid for freights which could be secured a few weeks ago at 25/6 and 25/8. These are Miramichi quotations and though the figures are, perhaps, a trifle lower for St. John, the difference between the prices ruling a month ago and now are relatively the same.

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present settlements of Canada, and the vast settlements of the Pacific Ocean. Having pointed out the great expenditure which the opening up of the West would involve, Sir Alexander went on to say that the Government of Canada would give the fullest consideration to any representation made by any industry in this country on the subject of the Customs duties. Sir Alexander then pointed out what he considered to be the analogy of the position of Canada relatively to the rest of the world. The Canadian duty was its duty to sell in the cheapest and buy in the cheapest markets; but he asked them to consider whether they were not absolutely not selling but giving away the most valuable possessions they had—the access to their markets—the market on which other countries were absolutely dependent, and they were getting nothing in return. If that was buying in the cheapest and selling in the dearest markets it was very strange that they had not been a change coming over the opinions in this country. (Loud cries of "No, no, no" and "hear, hear.") He did not wish to intrude his own opinion on a subject that must be discussed from one end of the country to the other, but he thought that Canada would be glad to come to such an understanding with their fellow-subjects on this side of the ocean as would form a common partnership between them. (Hear, hear.) However, the Canadians wanted the people to go out from these lands, and to be settled in wheat districts and become tillers of the soil, so that they might become the growers of wheat for England, and at the same time become customers by the English. This was essentially a commercial question, and nobody in the kingdom was better qualified to speak on it than the gentlemen whom he now addressed. (Cheers.)

It will be observed that Sir Alexander protests that the Canadian Tariff is a revenue and not a protective tariff. Sir John protested against a revenue tariff and preferred to double the duties on the necessities of life rather than taxes on wheat and other staples. The assurance that Canadians, as represented by the present Canadian Government, want "to become customers of the English" does not tally with the Protectionist cry at home of "Canada for the Canadians" and it is no wonder that Sir Alexander's effort was received with a coolness in keeping with its insincerity.

Crown Lands Management. A case which illustrates the necessity for a different mode of managing the collection of stamptage recently came up in Gloucester County. An operator got some five millions feet of the woods last winter, a portion of which was cut on private lands. He received his account for stamptage from the Government, which he did not settle in the usual way. Meantime, he sold the logs to a miller and shipping firm. Being required to pay the amount due for stamptage a considerable time after he received his bill from the Crown Lands Department he claimed that he had been over-charged and tendered payment for the quantity of lumber which he alleged he had cut of Crown Lands.

The facts, as we have them from reliable sources, are as follows: In the receipt of the first and twentieth of September, as compared with the corresponding period last year, and the fact that the last winter, the holders were encouraged to cut advances in price, in view of stocks diminishing and buyers being more anxious to purchase. Holders were also justified in demanding better prices, because freights were advancing materially, owing to the short crops in Great Britain and Europe, causing a great demand for Canadian and American grain and a corresponding diminution of tonnage seeking wood charters. Several sales of deals were made at an advance of ten shillings per standard on former prices, but whether that advance can be maintained is another question. Even were it not any better off, for the advance in freights would not absorb the extra ten shillings. This will be readily understood when we state that 29/6 per standard is now paid for freights which could be secured a few weeks ago at 25/6 and 25/8. These are Miramichi quotations and though the figures are, perhaps, a trifle lower for St. John, the difference between the prices ruling a month ago and now are relatively the same.

The advice embodied in the latter part of the Sun's remarks is good and cannot be too seriously considered and acted upon. The policy of restriction, however, must extend further back than to the shipper. It is not acted upon by the lumberer, for it is not reasonable to expect the over-supply of the market abroad can be judiciously arrested unless the curtailment of operations commences in the woods.

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