

Granby Rubber Co

MANUFACTURERS OF

Rubber Boots and Shoes and Rubber Clothing.

Our product for 1895 is of the Best Quality made, the designs being selected from the Finest STANDARD SELLING lines of the American Market, which were produced in Canada, fully equal in finish and every other respect to the best imported.

S. H. C. MINER, President.

J. H. McKECHNIE, General Manager.

SOLE AGENTS:-

The AMES, HOLDEN CO., Limited,

The Agencies are:

TORONTO, WINNIPEG, VICTORIA, VANCOUVER and MONTREAL,

Full Stocks Carried in all these Places.

We believe the circulation of the TRADE REVIEW exceeds that of any other paper of its class published in Montreal. Should any of our competitors take exception to this statement, we would suggest that the matter be left to two chartered accountants of the Province of Quebec.

Advices from Quebec say the crops are coming on well. Hay is below the average, but other products are doing better. Blueberries are already being picked at the Saguenay.

At a meeting of the creditors of Nelson Courtenianche, general storekeeper, of Penetang, a statement was presented showing assets of \$17,000 and liabilities of \$5,000. An extension was granted.

The wreck of the Drummond Castle off the coast of France was due to the fact that the master did not take sufficient pains to verify his position by means of the lead. Had he been taking frequent soundings he would have been warned of his nearness to land, and the disaster would have been averted. The more recent loss of the steamer Capulet, on the coast of Newfoundland, was due to the same cause.

During May and June, 1895, 165,000 tons of Cape Breton coal were landed at the port of Montreal, while the quantity that reached here during the same period of 1896 was 157,000 tons, with a corresponding increase at Quebec. Sorel and Three Rivers. This movement of black diamonds opens in May and closes on the 1st of December, and during that time no less than twenty regular liners are engaged, besides several single trip vessels, each of the former making from twelve to sixteen trips between Eastern Cape Breton and the

St. Lawrence River. The smallest of these steamers is the Coban, carrying 1,100 tons of coal, while the largest is the Murcia, having a carrying capacity of 3,670 tons.

There is a decided tendency being shown by British investors to avoid foreign securities, which, before the Baring collapse, were in high favor. The south African mines have lost much of their charm, so that the funds seeking investment are being directed into home channels. The effect of this is seen in the enhanced values of railway securities far beyond what their increased earnings justify. Thus Lancashire and Yorkshires have gone up from 128 in January to 140. Great Eastern from 88 to 102, and in a number of others the advance has been considerable.

The St. John's Nfld. correspondent of the Post states that the construction of the railway across the island is proceeding apace. The line now skirting the west coast of the island, commonly known as the "French shore," and the rails being laid at the rate of one and three-quarter miles a day. It is hoped to finish the work to the terminus at Port-aux-Basques, before the fall sets in. This will complete a herculean undertaking for a little colony of 200,000 people—the building of some 600 miles of railway through an uninhabited country, at a cost of some \$10,000,000, while already the people have to face a total public debt of \$17,000,000, with an annual interest charge of \$600,000. The problem which now faces the legislators of Newfoundland is how the road is to be made self-supporting and what is to become of the army of men employed for the past ten years in building it. It is clear that, to render the railway useful, the French shore must have more inhabitants, and this will again bring up the question of the rights of the French fishermen. The French have construed their treaty right to dry their fish on the west coast of the island into an actual pro-

hibition of settlement on the part of the inhabitants of Newfoundland. Such a claim cannot be admitted, but if it has any colorable pretext for being made, it ought to be got rid of in some way by arrangement between the two nations.

Calfish are very erratic in their movements. A schooner may have fish around her for thirty days, one day being as good as another, or she may sail and drift for three or four days without getting a bite. If luck is with her down goes the anchor, and the trawlers begin to work. A trawl may be described as a rope many hundred feet long, to which, at intervals of thirty-eight inches, fishhooks are attached by lines about two feet long. There are 3,000 hooks to the average trawl, which is attended by two men. Each man has 1,500 hooks to bait and care for. The rope is weighted to sink within a few feet of the bottom and is then buoyed. The trawl is generally set late in the afternoon and overhauled the next morning.

The lobster season around the southern coasts of the maritime provinces closed on the 15th. North of Cape Canso, which takes in the Gulf Coast, the season will close on the 30th. The first official act of the new Minister of Marine and Fisheries, the Hon. L. H. Davies, of P. E. Island, was to issue notice that the close season for lobsters would be rigidly enforced. The catch of lobsters in Bay of Fundy and southern Nova Scotia waters has been good this year, and the industry profitable. Burnham & Morrell's new factory at Grand Manan closed after putting up 2,300 cases. A steamer from Halifax for London last week took 13,374 cases and 47 half cases of lobsters. Large shipments were made of fresh lobsters last week from Yarmouth to Boston, and some from Halifax. Some 3,000 cases of lobsters were saved from the cargo of the wrecked steamer Capulet, at Newfoundland from Halifax.