

In the controversy at Winnipeg upon the advantages of the cash system—and, by the way, it appears that the butchers were the first to broach the plan of cash sales, while the bakers and shoemakers were the next to agree upon its adoption—"A Butcher" quotes from a letter in our columns, condemning government officials as a class for being "poor pay." It should certainly be a point in favor of cash purchases, that these will enable a man in Winnipeg to get twenty-five loaves of bread for a dollar, while on the credit system he can get but twenty. This is a simple and direct *argumentum ad hominem* which is very hard to explain away.

"DRY GOODS" is the signature of a Charlotte-town correspondent who, in combatting what he alleges to be Mr. Cartwright's misunderstanding of Prince Edward Island's contribution to the Dominion Exchequer, states as follows:—"The revenue of P. E. Island previous to confederation, under our own tariff, was nearly \$500,000; if you applied the then Canadian tariff to our imports it would have returned something like \$650,000. Mr. Cartwright expected P. E. I. to return this sum, but it must be remembered that a great portion of our purchases, such as furs, tweeds, boots and shoes, soaps, &c., were imported from Canada, and would cease to pay any duty after we went into confederation. Our teas, sugars, molasses, &c., are imported from Halifax and the duties are paid there. We buy a large quantity of English goods in Montreal, and the duties are paid there, for which the provinces of Nova Scotia and Quebec get credit." Our correspondent maintains that his province pays into the general government as much as she gets from it, and only got fair terms when she consented to go into the Dominion.

It is stated that the long projected tunnel under Detroit River, an undertaking for which Wm. Scott, C.E., prepared plans more than twenty years ago, is to be begun on the 20th inst., Mr. Vanderbilt having decided upon it in the interest of the Canada Southern Railway. The authority of Mr. W. K. Muir, former manager of that railway, is given for the statement that the tunnel is to be constructed close to the present route of the ferry steamers of the road at Grosse Isle, necessary powers having been secured at Ottawa. There will be a double track, and the height of the boring is to be fifteen feet.

THE Macon (Miss.) *Sun* dropped into poetry to represent the state of the market the other day with the following result:—

Cotton—Drooping, 6 at 8,
Whisky—Brisk, \$2 straight,
Bacon—Steady, 6 at 7.
Sugar—Prime, has reached 11.
Flour—Unchanged, from 7 to 10.
Butter—Firm, on ice, or when
The weather's cool enough, and then
It rates in lots at 25,
Eggs 15 if not alive,
Cheese is lively—Crawling up,
Coffee—Weak, inclined to droop,
Lard slips up to 7 and 8
Just where Tilden slipped—

But we are slipping into politics, and cannot proceed any further, said the commercial editor.

THE following frank confession is made by an eminent French coachmaker: "I never build two carriages exactly alike, not because I do not build each one as well as I know how, but in building that I learn how to make the next one better. When I placed these carriages of mine in the Paris Exhibition building, I thought them perfect, but now that I have spent three months looking over the carriages of other builders, I see that they are not so." A little of this liberal and teachable spirit shown by the average English manufacturer would do their manufactures in various lines great good.

A LETTER upon the wine product of France, written to the N. Y. *Tribune* by Dr. Knight, states that 'French brandy,' so called, will always be procurable at moderate prices so long as the distilleries of the United States and Britain furnish the whiskey and the beets yield sugar. "The quantity of spirits sent from ports to France is very great, and it nearly all becomes 'brandy' in that pleasant climate, and is shipped back in French casks and bottles. One large Scotch distillery sends its whole production to Havre to be converted. The firm of Champonnois, fils. has erected in France for various owners, more than 300 (speaking from the memory) distilleries for the conversion of beet juice into alcohol for brandy manufacture."

—The Toronto agency of the National Insurance Co., formerly represented here by Mr. T. R. Wood, and by Messrs. Scott & Walmsley, is now in the hands of Mr. E. P. Pearson.

QUEBEC BOARD OF TRADE.—The annual meeting of the Quebec Board of Trade was held on the 7th inst. when an address was given by the president, Joseph Shehyn, Esq., upon the commercial outlook for 1879, and we should be glad if space permitted us to give more than a brief synopsis of it. Overstocks of lumber abroad, and an unfavorable prospect in that trade; over competition in trade keeping profits low, and our vicious credit system; too great inducements offered by British houses to traders here; the better and safer methods of American short term sales; these are some of the points touched upon. To compensate for the falling off in shipping trade, Quebec had the labor upon the graving dock, the harbour, and the Dufferin improvements, and the Departmental buildings. A word is said, and with reason, upon the importance to merchants of keeping up the Board and taking part in its deliberations. It was resolved "that this Board prays that the Quebec Government do not lease the whole or any portion of the Q. M. O. and O. Railway until it is at least completed," and also "that the expenditure which has latterly been incurred for deepening Lake St. Peter, has always been regarded as a charge on the port of Montreal, and therefore should not be charged to the Dominion." The scrutineers reported the following officers duly elected for the ensuing year:—Joseph Shehyn, Esq., M.P.P., President; W. Rae, Esq., Vice-President; H. W. Welch, Esq., Treas. The council is composed of Messrs. R. R. Dobell, A. Woods, R. H. Smith, W. Hunt, B. Verret, A. Fraser, W. Brodie, H. Dinning, J. Connolly, and A. Thomson.

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