

bushel of wheat. To day he could probably obtain from twelve to fourteen yards for one bushel. In 1844 the tolls on a bushel of wheat going through the Welland and St. Lawrence canals amounted to eight cents. In 1828 the cost of freight of a ton of merchandise from Montreal to Lake Erie was \$26.70, and from Lake Erie to Montreal, \$14.30. In 1832 it was from Montreal to Lake Erie \$19.50. In 1847 it was \$3 per ton."

ALLUSION is made in another place to the financial condition of the Dominion. For the fiscal year ending June 30, the surplus of receipts over expenditures amounted to \$1,927,514, the total receipts being \$38,772,545. The total expenditure of the year reached \$36,845,031. The improvement shown by the statement gives fair promise of being continuous, the returns for the first quarter of the current fiscal year being of the most encouraging character. The revenue for the past three months aggregates \$9,909,691, as compared with a revenue of \$9,527,644 in the corresponding period last year, showing the substantial increase of \$382,047. On the other hand, the expenditure for the first quarter of the current year has been \$5,545,086, against \$6,769,135, in the corresponding period of last year, a decrease of \$1,224,049, a very gratifying result. The surplus of the year to date is, therefore, no less than \$4,364,605, while for the same period last year the surplus was only \$2,758,509. The reduction in the public debt during September amounted to \$2,403,384.

MR. BRUMELL'S official report on mining shows that 1,155 men were employed in making iron and steel in Canada in 1888. Mr. Brumell states that the estimates are incomplete. The incompleteness, however, will hardly account for

The difference between..... 1,155
And Sir Charles Tupper's estimate of..... 20,000

Which difference is..... 18,845

It is only fair to add that from present indications Sir Charles' figure will be reached about the year 1987.—*Toronto Globe*.

This is supposed to be sarcasm aimed at the N.P. When Sir Charles Tupper estimated that 20,000 men would become engaged in the iron manufacturing industry in Canada, it was on the supposition that the duty he proposed imposing on importations of pig iron would be high enough to nurse the infant industry into robust vigor. Sir Charles over-estimated the prospect. If he had only looked across the line to the south of us, he would have discovered that our American neighbors could not manufacture pig iron under as low a tariff as he proposed for Canada. If he had modelled his iron tariff on American lines the pig iron industry in Canada would not to-day be in the deplorable condition in which it is.

SOME of the New England owners of fishing vessels are beginning to ask what is to be done next toward establishing permanent business conditions as between them and the people of the Canadian Provinces. The *modus vivendi* of the past two years terminates with the present season. Under the existing arrangements many, if not most, of the American fishermen have taken out Canadian licenses, and thus escaped

difficulties in the Canadian waters during the past two summers. Among those who have thus saved themselves from trouble and expense have been some of the more outspoken opponents of the fishery treaty which was negotiated by the last administration, an important result of which was the temporary arrangement under which their business has been prosecuted of late. For successful voyages in one or two of the leading branches of the fishing industry, opportunity to get bait without delay or molestation is important, if not indispensable. The prevailing opinion is that action toward the prolongation of the present arrangement, or a permanent settlement of the controversy, must now come from the United States. Having rejected one treaty, it will apparently devolve upon this country to propose something else, unless things are to drift in a way to give rise to inevitable complications and mutual offence.—*Bradstreet's*.

SAYS the CANADIAN MANUFACTURER:

"The establishment of a tinplate works at Pittsburgh, Pa., is a fixed fact. A suitable location has been secured, and it is expected that the works will be in operation within a year. This means that the United States duty on tinplates is to be increased to at least two cents a pound."

What our Canadian exchange doesn't know about coming alterations in the tariff would fill quite a book—a very big book. There are people on our own side the border who claim to hear already the "tintinabulations of the bells" that shall ring the instrument out of existence forever and a day. But, *nous verrons*.—*American Artisan*.

If our Chicago contemporary intends to intimate that the American tariff is to be rung "out of existence," our opinion of it and those who thus interpret the "tintinabulations" is that they are very much mistaken in the meaning of the election of a year ago in that country. The re-election of Mr. Cleveland would not have been the signal for the erection of any tinplate works in the United States. From our Canadian standpoint we cannot set up any claim to any certain knowledge regarding any alterations to be made in the American tariff, but we will venture to wager a bet of a pair of largest size Canadian snow-shoes (to fit the feet of the daintiest Chicago belle), that changes in that tariff will be made in the interests of protection to American manufacturers.

THERE is now no doubt but that Canada is to have another stack of tall chimneys added to her manufacturing industries, in an extensive shipbuilding works to be erected by the John Doty Engine Company, of Toronto, at Collingwood, Ont. The commerce of the great lakes is growing with marvellous rapidity, and the supply of bottoms for the carrying trade on them is not equal to the demand. The trade between American ports is supplied with bottoms built in that country; and it is a fact that the aggregate tonnage of bottoms built in the shipyards of American lake ports is largely in excess of the aggregate of all the rest of the country. Canada, of course, shares in the traffic of these immense inland seas, and that traffic is also increasing with remarkable and gratifying rapidity; and the demand for Canadian bottoms of a different class from that which has heretofore had almost undisputed control