

in figures beyond multiplication, and, *experto crede*, could not write as well as Horace Greeley. After vacillating a while between town life and a home bound train, he decided upon the latter, and "guessed he'd go to night-school a spell." He was one instance among many, of the tendency of young men nowadays to concentrate in the cities. City life has, of course, its attractions for young men, and mercantile life its allurements, while life on the farm is, in a needless degree, monotonous and toilsome, for lack of recreation, reading matter, or means of mental cultivation, which many a young man and young woman in a rude forest home pines for. There is a class of nobly ambitious, studious young people whose thirst after knowledge will find means of satisfying itself even in the back woods. Many a Canadian who, to day,

"Reaps the labor of his hands,  
Or in the furrow musing stands."

will one day be heard of in the more public spheres of commerce, art, or state craft, in spite of inauspicious surroundings and want of early book learning. To such, the Commercial Colleges and Art Schools of the present day offer many advantages which an earlier generation did not enjoy.

But there is another class whose sole earthly object is "gathering gear," who esteem mercantile or professional life the best means of making a fortune, overlooking entirely the opportunities that a farmer's life affords for that purpose. To these we commend the early career of Mr. Henry Lasseter, who settled with his young wife in the bush in the township of Franklin in Northern Ontario five years ago. He had but \$4.50 in his pocket, and passed several weeks without being able to purchase glass for his shanty window. To-day he has a fine farm of two hundred acres, thirty-five cleared; a good team, two cows and young cattle; a dwelling, a granary, and a barn 28x50; vegetable and flower garden; and in his barn and granary 110 bushels wheat, 100 of oats, 80 of peas, 150 of potatoes, 100 of turnips, and five tons of hay, besides Indian corn and vegetables. He is worth to-day \$4,000, as the result of the five years' thrift and industry of himself and wife, and in five more years he is likely to be worth \$10,000 and so on increasingly with the natural growth of capital and value of real estate. Doubtless this couple worked hard; so must any one who would excel as a merchant or a lawyer. It is to the hardest workers that success most often comes. But the point we wish to urge is that for one who is willing to work, intelligently and assiduously, there is no need of joining the crowded ranks of the mercantile or professional classes. There are as good chances, aye and more of them, for a young man to make a competency, if not a large fortune, as a farmer or stock-breeder in Canada, as in the more frequently chosen but more often disappointing spheres of law, commerce or manufactures.

—The value of goods shipped from the port of Kingston in October is stated at \$107,899.

#### PROVINCIAL Q. C.'s.

Decision has been at length given by the Supreme Court of Canada in a case known as the "Nova Scotia Great Seal Case" being a suit between T. H. Lenoir, a Queen's Counsel appointed by the Provincial Government, and J. N. Ritchie, a Queen's Counsel appointed by the Dominion Government, to test the legality of the appointment of the former, and whether the Provincial authorities have any power to grant precedence to their appointees.

The Supreme Court of Nova Scotia had decided against the legality of the Provincial appointments and considerable interest has been felt in what the decision of the highest Court of the Country would be on this point. The decision now given can scarcely be said to cover the point, though there is hardly a doubt that the opinion of the majority of the Judges is that the Local Governments have gone beyond their power in making these appointments at all. This much is clearly established by the judgement, namely: that the Queen's Counsel appointed by the Provincial Government have no standing except in the Provincial Courts; and that the Provincial authorities have no power to regulate the order of precedence so far as Dominion Courts are concerned. As all the Superior Courts in the different Provinces are really Dominion Courts—this decision is practically against the power on the part of Provincial authorities to make these appointments; and places gentlemen who have received this mark of distinction at the hands of the Provincial Governments in a rather unenviable position.

#### THE DRY GOODS TRADE.

The net work of railways and highways which intersects that portion of Ontario lying within a radius of one hundred miles east, west and north of Toronto has contributed largely to the commercial importance of the Provincial Metropolis; while the transport enterprises of the Dominion at large have promoted her mercantile development. The rapid increase of the wholesale Dry Goods business here, is a practical recognition of the merits of the Queen City as a centre for distribution. Quick sales and short datings become practicable, when the leading houses are located in the centre of their customers, and within easy range of them.

Physical, not moral powers are working out the much needed question of "Terms." A change of conditions, rather than improvement in business morality, is forcing a change in the direction of reduced terms of credit. This great desideratum is working out itself quite independently of the good or bad faith of contracting parties.

The business of the past week may be summed up as follows:—Remittances, good to very good; House sales, fair and increasing; Travelers orders, large and general; Letter orders, about as usual; Prices, firm and looking up. Temperament, active, healthful and expectant. Cotton yarn advanced one cent per lb.

#### RAILWAY AMALGAMATION.

##### CAMPBELL vs. THE NORTHERN RAILWAY.

A decision of considerable interest has been given by the Court of Chancery for Ontario in this suit, which was an attempt to set aside the arrangement made between the Northern Railway Company and the Hamilton & North-Western Railway Company. The defendants relied upon the provision in the Railway Act of 1868 that:

"The directors of any Railway Company may at any time make agreements or arrangements with any other company, either in Canada or elsewhere, for the regulation or interchange of traffic to or from their Railways, and for the working of the traffic over the said railways respectively or for either of those objects separately, and for the division and apportionment of tolls, rates, and charges in respect of such traffic, and generally in relation to the management and working of the railways or any of them, or any part thereof, and of any railway or railways in connection therewith, for any term not exceeding twenty-one years, and to provide either by proxy or otherwise for the appointment of a committee or committees for the better carrying into effect any such agreement or arrangement, with such powers and functions as may be necessary or expedient, subject to the consent of two-thirds of the stockholders voting in person or by proxy."

It was contended on the part of the plaintiff, that this provision was limited by the subsequent act which conferred similar powers among others, and provided also "that the powers hereby granted shall not extend to the right of making such agreements with respect to any competing lines of railway." The Court held that it having been shown that the arrangements entered into were for the mutual advantage of both Companies, this restriction did not apply. The Bill was consequently dismissed.

BRANTFORD BOARD OF TRADE.—Brantford having become a city, and a very stirring city although a young one, she must naturally have a Board of Trade, to be the exponent of her commercial views and the conservator of her commercial interests. Application was made some time ago for a charter, which having been received from Ottawa, a meeting was held last week in the Council Chamber for organization purposes, at which about fifty business men were present. The officers elected were the following gentlemen:—President, Mr. William Buck; Vice-President, Mr. George Watt; Secretary-Treasurer, Mr. George A. Wilkes; The general Committee is composed of Messrs Robert Henry, John Taylor, John Mann, John Edgar, J. K. Osborne, I. Cockshutt, J. S. Hamilton, David Plewes, W. C. Hatley, Wm. Watt, sr.; The Board of Arbitration consists of Messrs Wm. Watt, jr., Thomas Botham, D. Plewes, Paterson, Robertson, Brophy, John Harris, J. H. Stratford, John Ott, George Foster, Grant and Jackson Forde. A committee was appointed to draft by-laws, etc., for the Board, and will report to a meeting to be held on the 18th instant.