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PROSPECTIVE AMERICAN LEGISLATION.

Intent as we are upon our own domestic affairs, the great Pacific Railway question occupying our attention to the exclusion of almost everything else, we may still find some interest in what is going on at Washington, as well as in the course of events at Ottawa. We notice, then, the introduction by Senator Wood, of Iowa, of a bill to aid "The United States Postal Telegraph Company," a corporation which is apparently designed to work with and for the Government, and to supersede the existing companies. The threatened amalgamation of these companies, the prospective ceasing of all competition, and the handing over of the country's whole telegraphic business to the control of a few such men as Mr. Gould and Vanderbilt, appears to have created a feeling of alarm among business men; and various schemes for checkmating the intended gigantic monopoly are being considered. Among them is that embodied in the bill above mentioned, which authorizes the new company to construct lines of telegraph throughout the entire United States, and in all the waters embraced in treaties made by the United States with other governments, and to enter into and occupy any and all postoffices for the establishment of stations therein, and the performance of postal telegraph service, during a period of 100 years, with the right of renewal. This looks like a mild way of introducing gradually the system of Government control of the telegraph business, not to alarm too much at first those timid souls who fear to see government entrusted with anything that companies can be got to do. The bill further provides that a Fourth Assistant Postmaster General shall be appointed to exercise a supervision over the affairs of the company; that the charges shall not exceed 20 cents for the transmission of twenty words or less for any distance in the United States, and where delivery is made through the postal department the Government shall assume all responsibilities attached to the same, and charge 1 cent per message for drop letter delivery, 2 cents for carrier delivery, and such rates as may be fixed by the Postmaster General for special delivery, when a receipt may be demanded by the sender. The work of making connection between the principal cities is to be commenced within ninety days; within three years there must be 30,000 miles of wire in use, within seven years 70,000 miles, and thereafter such annual increase as Congress shall direct. The capital stock of the company is to be limited to one hundred million dollars. Now, whether this particular scheme is or is not to be realized remains to be seen. But it is evident that our neighbors are getting awakened to the danger of gigantic monopolies in private hands; and it may be looked for that some plan or other for securing efficient government control will be devised and acted upon ere long. Another proposal on the cards is Mr. Blaine's bill for subsidizing an American ocean mail service, to which more than usual impor-

ance attaches, from the general expectation that the author of the bill will soon take a leading position in President Garfield's Cabinet. It is provided that owners of American steamships of 3,000 tons and upwards, constructed after approved models and equipped in safety, accommodations and speed to the mail-carrying vessels of any nation, shall be entitled to receive for ocean mail service \$30 per nautical mile for the distance one way for twelve trips per annum; \$15 per mile for twenty-four trips; and \$60 per mile for forty-eight trips per annum; contracts to extend for fifteen years. Only American built vessels can receive these subsidies; they must be manned by crews of whom at least three-fourths are American citizens; they must pass government inspection; and officers of the American navy may be given five years' leave of absence to serve on board these vessels. Both these measures indicate the increasing force of the demand upon government to do something more for the country than it has been doing—the demand that Government should assume more responsibility instead of less for the direction and promotion of business generally. In fact, the very reverse of the fly-on-the-wheel view of the powers and duties of government. The popular demand for more and more of government responsibility, direction and control of business generally, for the good of the nation at large, is not weakening, as Free Traders would have us believe, but is yearly gaining force in all civilized countries. Take, for instance, the new French law for the encouragement of French ocean shipping, which has now passed both Chambers, and which is of a very efficient and thorough-going character. The example of France will surely tell on public opinion in the United States; and therefore there is all the more probability that Mr. Blaine's bill, or another having the same object, will not be long delayed. This is the way the civilized world is going; the foremost nations of the earth are consciously taking their path in a direction exactly the opposite of that which has been prophesied for them by Free Traders. The present example of France, Germany and the United States is a standing fact of the time, which outweighs volumes of Free Trade theories. If it be asked, what are these three great nations doing in matters of trade and industry?—the answer may be given in a word—they are each one of them creating and developing for itself a National Policy. The great railway problem is another that is making urgent pressure upon the attention of the "assembled wisdom" at Washington; and two bills proposing to deal with it are now before the House of Representatives. One, reported by the Committee on Commerce, is supposed to embody such changes and concessions as will be acceptable to the railway corporations, and to the adoption of which they would not demur. The other bill is a substitute offered by Mr. Reagan. The objections to the first named, says the *New York Economist*, are that they are largely indefinite in their provisions, and leave unremedied, in a great measure, the serious points in which the commercial public are most deeply interested, such as drawbacks, rebates, poolings, and other manoeuvres by which discriminations in freight charges between individuals and between places are carried on. The same commercial authority, which may be supposed to give the views of the business community generally, says that the Reagan bill is unquestionably the best for the public and commercial interests of the country, as it directly attacks the objectionable features just referred to, and deals with the greatest abuses from which the public are now suffering. And to the following extent our contemporary defines itself on this great issue of the present and of the future—the railway problem:—

"The railroad interests of the country have assumed a character of national importance. Each successive year witnesses the marvellous extension of these powerful aids to our national development and commercial growth, and there is being concentrated in the hands of railway managers a power which is too often grossly abused. During the past year not less than 7,027 miles of new track were laid on at least 234 different lines. These figures show a mileage greater than has been constructed by the United States, or any other country, in any previous year. The rapid extension of railroads has also enlarged beyond safe bounds the powers of the corporations which control them. This evidently is the era of monopolies. Practically, these different companies are welded into one immense organization, which plays fast and loose with the commercial interests of the nation as best subserves their selfish purposes. The great industrial and commercial centres of our land have oftentimes been seriously and injuriously affected by their unjust schemes, and the time has certainly come when the quickened public opinion and aroused sense of the people as to what is just and right calls loudly for such legislation as will protect us from the rapacity of these powerful companies. That the State has the right to make just and equitable laws for the regulation of transportation cannot be denied. But the problem seems to be one no longer in the power of the States to solve, and that from the simple fact of the almost impossibility of securing from the different States through whose several territories these trunk lines pass such an unanimity of feeling and

interests as would secure the passage of a law that would effectually protect the people against the encroachments of these corporations. There is some sentiment in railway managers than to other men, and, without clerical assistance to presume that the wealth and influence these magnates represent would not be unfruitful or without weight in the legislative halls. That railroad corporations have rights is not denied, but the people have rights as well, and it is as true to-day as it was when the truth first came through the brain of man that the welfare and prosperity of the many should not be sacrificed to the individual benefit of the few. We share with the Massachusetts Railroad Commissioners the grave doubts they express, in their communication to the Chamber of Commerce of this city, as to the advisability of placing under the control of the National Government the vast material wealth of the railroad corporations, and should prefer to see such unanimous action on the part of the different State Legislatures as would effectually remedy the evils complained of. The difficulties in the way of wise legislation are so many and such vast interests are involved that this railroad question remains the great problem of the future."

The *Economist* sees clearly enough how gigantic an evil the subjection of the country a business to railway corporations has already become, and that it threatens in the future to increase far beyond its present proportions. But apparently our contemporary still "lingers, shivering on the brink, and fears to launch away"—has not yet mustered resolution enough to advocate the real, radical remedy for the evil—the ownership and control of all railways by the National Government. Still dreading this last resort, it seems to seek a half-way resting place in giving the necessary power to the various State Governments. Even this is unquestionably a considerable step in advance, and the American public are to be congratulated that an influential commercial journal, reflecting the views of business men, is able to go even thus far. Under the pressure of the gigantic abuses committed by railway corporations, public opinion will rapidly go the rest of the road. The alarm felt by the public generally is further reflected in the following paragraph, from the *New York correspondent of the Montreal Gazette*—

"The recent great telegraph consolidation seems to point to a union of, at present, conflicting interests, which, if effected, will lead to results of vast importance to the country. I refer to the alliance between the Vanderbilt and Gould parties, which many believe will not be confined to the narrow limits of telegraphy, but will eventually include the two great railroad systems as well. Gould and his associates wield a capital of 300 or 400 millions of money, representing 10 or 12,000 miles of railroad; the Vanderbilt party at least as much. If these two cliques can be brought together to work in unison with a joint interest, the combination will be irresistible, grasping as it will the control of the principal highways of traffic between New York and San Francisco and south to Mexico. If Mr. Gould can be kept from kicking the traces, there is nothing to prevent this consummation. Mr. Gould has grown within the last few years to a mighty power in the land. He is everywhere. Scarcely a day passes but he buys, or leases, or secures control of a railroad, which he quietly welds into his system, apparently carrying out a previously conceived plan. He goes on in his borrowing way, adding link by link to his chain, and people ask themselves where this sort of thing will end. One can conceive him sitting over a railroad map of the United States, as another man sits over a chess board, quietly playing his game, only his chessmen are railroads, and his board is the nation. His moves are as inscrutable as fate itself. While he plays this game, he is as ubiquitous as ever in the stock market, and a more notion or fear of what he is going to do or not going to do will often produce results equally as important as if he did it. Scarcely a day passes but he is given to man as he exercises by this sombre little millionaire. Commodore Vanderbilt seems to have foreseen the approach of an antagonist like Gould when he made a will leaving his vast interests almost intact in the hands of one son, with the idea, perhaps, that their magnitude and weight would be sufficient to retain for his successor a position of commanding influence and power in the railroad world. He never could have believed, though, that the Erie speculator, whom he despised, would in a few years build up a railroad system and fortune as great as his own, and become a standing menace to Vanderbilt interests everywhere. It is not likely that W. H. Vanderbilt can follow the example of his father. He has sons, and daughters, and sons-in-law, all in society, and all with great establishments and great positions to uphold, and when he dies the great inheritance he has managed so well will certainly be divided into seven or eight parts. In the nature of things these parts will not be used to a common end. It is well it should be so, for if the family estate should be kept intact for a few generations, its final possessor would be financially omnipotent. It is a very lucky thing even now for Wall Street that W. H. Vanderbilt is not an erratic, restless, ambitious man like Gould, for he could play the very deuce with things if he chose."

The Pacific Railway Contract Bill passed its third and last reading in the House of Commons on Tuesday night at 11 to 10. In Committee of the Whole, over twenty amendments were moved by the Opposition, but each one of them was lost. The resolutions were read a second time and reported on Thursday morning of last week, after a very amusing all night session. The third reading of the Bill was moved on Monday last, and, as already stated, the final result was reached on Tuesday evening. The debate was one of the most prolonged that has taken place in the House of Commons of Canada. The Bill will now be discussed in the Senate.

THE QUESTION OF A NATIONAL TARIFF CONSIDERED—GENERAL RESUMÉ OF RESULTS.

It may not be out of place to briefly review in a series of articles the main points connected with legislation upon the tariff. In the spring of 1878, when Sir Richard Cartwright moved the House into Committee of Supply, the Right Hon. Sir John Macdonald moved in amendment substantially "that the House do not now go into Committee of Supply, but that there should be such a readjustment of the tariff which, whilst not imposing any unnecessary burdens on the people, would stimulate and protect the agricultural, manufacturing, commercial and other industries of the country." The amendment was voted down, and apart from the principle of Conservatism as against Radicalism, on which the great constitutional party of Canada always appealed to the electorate, they went to the country in 1878 on a great national issue, viz., a protective as against a so-called revenue tariff for Canada. Now, the first question which presents itself to the mind of the superficial student of political economy, and the one which Sir John was asked to explain in his amphitheatre speech, is how can the customs duties of the country be doubled, or even tripled, without imposing heavy and unnecessary burdens on the people? The answer to this question is, "by transferring the duties from the necessities to the luxuries of life." For instance, take the American tariff of 1842. This imposed a duty of 50 per cent on plain cotton, and 90 per cent on plated cotton. Now, what was the effect of this tariff? To increase the price of cotton to the consumer? Certainly not. The consequence was—1st, to exclude from the American market nearly all foreign cotton goods of the same kind as those made in American mills; 2nd, to give the manufacturer in the United States a certain market for his goods; 3rd, to induce the manufacturer to obtain the best machinery and most skilled operatives, and experience perfecting the machinery and the operatives, whilst the result was, as we said before, to exclude nearly all foreign manufactured cotton, competition so protected the consumer, that we find in 1843, within one year after this policy was inaugurated, cotton manufactured goods were in the United States sold 10 per cent lower than when the tariff was imposed. But again we find by this tariff an additional duty of 20 per cent was imposed on foreign hardware. What was the consequence? The English manufacturer to get a market for his surplus goods, found it necessary to reduce his profits; 2nd, to lower the price of labor to his operatives; 3rd, to improve his machinery; in a word, to take the means necessary to overcome the obstacles against which he had to contend and the fact remains that even foreign hardware sold 9 per cent cheaper in Albany and New York in '43 than '42, within one year after the tariff was imposed, and the United States making rapid strides in her industries of iron and steel presents to-day the remarkable spectacle of paying more than one-half more for capital and labor than England and at the same time rivaling her both in quality and price in best productions of steel and iron. Just as sure as water will seek its own level will capital seek such channels as promise good remuneration. But how does this apply to Canada. We all know that under the 17½ per cent tariff of Mr. Mackenzie we were importing American manufactured cottons, paying that duty, and that whilst the Americans were paying more for labor, more for capital, more for agriculture, they were actually selling cotton manufactured goods 25 per cent cheaper and 25 per cent better than we were or could in Canada. What has been the result of doubling the duties on foreign cottons?—1st. To exclude from our home market nearly all foreign cotton goods of similar makes to those we are producing at home. 2nd. To attract capital and labor, by the guarantee of a certain market and fair remuneration, and, most important of all, to reduce the price of these goods to the consumer, and retain in our own country the millions which we annually sent abroad to sustain foreign labor, and the result is to-day, that having doubled the Customs duties, we are selling cotton cloths as cheap and of as good quality as in the United States, and woollen cloths both better and cheaper. How is this? Capital and labor is as cheap in Canada as the United States; intellectually and physically, we are the equal of the Americans. We have theegis of a protective tariff thrown around us to guard us against the slaughtering prices. We can make a thousand yards of cotton cheaper than we can ten or a hundred. We are developing the moral

and intellectual facilities of the masses, creating a home market for a large part of our surplus agricultural produce, and realizing to a great extent the great saying of Lyman Beecher, "That national industry is national wealth, and that policy which creates the greatest diversity of labor is the best adapted for the interests of the country."

Go back 30 years in the history of Canada, when we had a more nominal tariff, what was the result? A system of baffle and exchange, excessive importations, no manufactures, a most limited circulation of money, the purchasing power of the masses reduced to the lowest point, the products of the farmer selling at merely nominal prices, money only obtainable at most exorbitant rates, comparative misery and want throughout the land! But, as it were, to come down to hard pay, suppose Canada and the United States were to abolish all duties on cotton and woollen goods, what would be the effect? To reduce the price of these goods to the consumer? No. The demand would stimulate the price abroad, and being at the mercy of the foreign manufacturer, he would advance his prices, the demand for production would cause an increased advance in foreign labor. And whilst we would be stabilizing our cotton industries at home, letting out the life blood of the nation, we would at the same time be paying more money for inferior goods. The United States, in 1877, exported no less than 47,000,000 yards of cotton goods to Great Britain, and at the same time was paying more for labor, more for capital, than England. Where we can substitute machinery for manual labor, the cost of the latter does not enter so much into the cost of production as might appear at first sight. The remarkable utterance of Mr. GALT during the last session of Parliament, "That never in the history of Canada did the masses get as good value for their money as they now do in domestic cloths, cottons, and other home manufactured goods, is a truism, orthodox in all particulars. And the masses of this country, instead of getting for consumption dark, adulterated, starched, unbleachable grey cottons, now get a durable, white, pure material, which equals any foreign production, the manufacture of which gives employment to thousands of operatives, retains in the Dominion the thousands and hundreds of thousands we sent abroad to sustain foreign labor and build up foreign capital, creates a large circulating medium in all branches of industry, and helps, as we said before, to create a home as well as foreign market for our surplus agricultural products.

Above we partly explain how the National Policy produced a readjustment of the tariff which, whilst protecting and fostering the agricultural, commercial, manufacturing and other industries of the country, at the same time did not impose any unnecessary burdens on the people. In addition to the reasons which we advanced in support of our proposition, we wish also to impress on our readers the fact that the consumer in this country does not by any means pay on imported manufactured goods the full extent of the increased duty! Let us illustrate: Some years ago the great Onondaga Salt Works, at Syracuse, N.Y., was the chief source whence Canada to a great extent drew her supplies of this article. When we commenced to bore for salt at Godorich, with a view of crushing out competition and our incipient industry the Onondaga shippers consigned salt to Canada for \$1 per barrel, whilst at the same time their standard price was \$2 per barrel in New York. Our salt producers got some protection, but not enough, and what is the result? To-day we are producing the best salt at the lowest rates of any part of America. From Kincaidine we are shipping the best salt in the world to Chicago at \$3 per ton in bulk, paying the American duty of \$1.60 per ton and 75c freight, and actually underselling the Americans in the article of salt in the great porkopolis of the Republic. We had occasion to ask the proprietor of the salt works at Kincaidine, what he thought was necessary to stimulate the production of salt in Canada, where along the shore of Lake Huron we have such inexhaustible supplies? He answered, "The imposition of a duty on all foreign salt such as the Americans impose on ours." We inquired if that would not have the effect of increasing the cost of the article to the consumer, and he replied that its tendency would be to lower rather than increase the price, giving as a reason that 1,000 tons of salt could be produced at a lower rate per ton than one hundred, that so much salt was brought in ballast from the Old Country and sold at any price, that it disorganised our local market and he was dependent principally on the American market for his sales. Salt at \$3 per ton is not much more than 50c. per barrel. Lord BACON, in 1815, said in the House of Commons that English merchants could well afford and should be willing to loose a few million in exporting cheap manufactured goods to the United States in order to crush out their rival industries in their cradle, and it was and is on this principle that the Americans tried and are trying to act towards us. Take again the article of corn starch. When Mr. BISSON commenced to manufacture this article in the county of Grenville, the foreign manufacturer endeavored to crush out this industry by consigning this class of goods at very low rates to Canada. What was the result? He lost a fortune in the competition. At last he got some protection, and to-day he is selling a better starch for 10c. per lb. than the Glenfield at 20c.—and he will tell you that had he the control of the Canadian market by additional protection, he would give you a still better starch at 8c. per lb. How is this? He can make 100,000 lbs. of starch 30 per cent. cheaper than he can 1,000 lbs. And in connection

with this industry he has built up Cardinal from a mere hamlet to be one of the most flourishing villages in Ontario. A few days ago we met the agent of the largest bolt and screw factory in America. He was selling his goods in Canada. We asked him to explain how he could do so under the tariff. He replied we make concessions of about 25 per cent. to Canadian purchasers under American rates, and on further inquiring if his company could do so profitably, he replied yes, we can go as high as 40 per cent. we must work them off, we must, in a word, meet the competition against which we have to contend. The same holds good for all classes of imported manufactured goods from the United States, in the manufacture of which we ourselves are engaged. The discrimination is made in our favor in order to effect sale. So our readers will see that whilst on the one hand we derive a healthy revenue from the high tariff, the consumer of imported goods does not to any great extent have to pay the amount of the extra duties imposed, and the tariff, as it were, cuts with a double edged sword in our favor. But here we will give our readers a piece of important and interesting information. We state it authoritatively, as it must attract great attention. After the close of the Civil war there met in New York a number of distinguished American statesmen and merchants to discuss the question of the tariff and revenue. One Hon. gentleman made a statement the truth, force and necessity of which was at once recognized and approved of. He said substantially "1st. We must produce in this country all goods which can be produced under favorable circumstances here. 2nd. We want a large revenue to meet our enormous liabilities, and 3rd. We will derive it in a great measure from Great Britain, France and those countries which added and abated directly or indirectly the rebellion and imposed such burdens on us! How was this latter proposition to be achieved? By the imposition of a very high tariff on foreign goods which would compel the foreign manufacturer to reduce the price of labor to his operatives, reduce his profits, lower the price of foreign raw material. What was the result of that tariff? The British artisan was not paid in 1877 55c.—where in 1855 he was paid \$1 for his labor. Factories on all sides fell in Great Britain, having no sufficient market for their goods. An unprecedented crisis everywhere smote the country. The Americans derived their revenue from the sweat, the blood of British workmen, and they astounded the world by entering the European market, competing with the pauper labor of the East in some of the finest productions of steel, cotton, iron and other goods, and whilst they paid the enormous sum of \$872,000,000 in 1878 to their own artisans, they turned a balance of trade of \$163,000,000 against them in 1867 into one of \$305,000,000 in their favor in 1879, and paid off over \$700,000,000 of their national debt from 1867 to 1879—whilst at the same time they reduced taxation, principally internal, to the extent of \$160,000,000 per annum. Well might Bismarck remark, "I have tried Free Trade and find it a failure. I will now try Protection and see if it will be a success." Well, did Sir Charles Tupper say in his famous speech, "we must have either a reciprocity of trade or reciprocity of tariffs. Free Trade if you will, but not free imports on one side and a prohibitory tariff on the other." In England in 1717 the duty on iron was 7s 6d per ton; in 1828 it was £28 10s. Yet the price of domestic iron was only £10 per ton, and whilst the duty on foreign printed cotton was 9c per yard in the United States in 1843, the cloth sold for 7c per yard, or 3c less than the duty.

Having endeavored to remove from the minds of many certain misconceptions relative to the supposed onerous effects of the imposition of a protective tariff, and having tried to prove to our readers that it had a tendency to create a diversity of labor, stimulate home manufacturing industries, create a large circulating medium among all classes of the community, develop the moral and intellectual facilities of the people, and especially increase the purchasing power of the artisan in all branches of industry, we will now take up the effects of Protection on national prosperity in general. When deputation after deputation poured in on the ex-Finance Minister, laying before him a flood of facts, argument and reason, in support of a policy of Protection to domestic industries, to arrest the financial and commercial ruin which was everywhere overshadowing the land, the handsome gentleman with the waxed moustache invariably replied, "We are but flies on the wheel." We take issue with Sir BACON as to the duty, powers and ability of a government to avert and arrest financial depression or disaster. Let us study the history of the crisis of 1837, 1847, 1857 and 1877, and we will find that it was importing too much, exporting too little, the overwhelming balance of trade on the wrong side of the ledger, which was the cause of our financial and commercial disasters. How was this the cause? There being large surplus stocks of foreign manufactured goods in the British and foreign markets, they were offered at very low prices. The customs duties were at times nominal and very low. Our merchants were persuaded by these inducements to make large purchases of foreign goods, much—greatly in fact beyond the requirements and consumption of the country. They were consequently tempted to give most improvident credits, and force them on an unwilling, over glutted market at ruinous rates, and the consequent result was that all over the country the mercantile community were unable to dispose profitably of their stocks, collect their debts and meet their financial engagements. Whereas had there been a protective

tariff on foreign goods, our importers having to pay the high customs duties, would have been careful to purchase only such quantities of goods as they could almost with certainty dispose of and at the same time the tariff would have stimulated domestic manufactures, thereby luring capital, labor and immigration, creating a home as well as a foreign market for our surplus agricultural products, retaining in the country vast sums of money sent abroad to build up foreign labor, and the financial ruin which everywhere smote the land would have been averted. The dissenters from these opinions may point to the United States, and ask us what was the cause of the financial disasters in that country? The only great financial crisis in the United States, under a period of Protection, was from 1873 to 1875. The main cause of the financial disasters in that country was the depreciation in value by the approximation to a gold standard, the uncertainty of the financial and mercantile community relative to the policy of the Government and the action of Congress, and the tremendous financial disasters which swept over the land, consequent on the results of that ever to be remembered "Black Friday," which spread ruin over the Republic and so immensely curtailed the purchasing power of the people even for domestic goods, and rendered the masses absolutely conservative in the matter of investments by the suspicious and uncertainties which the calamities of that day engendered and involved. But what does Henry Clay, the greatest statesman that America ever produced say of the effects of Protection on the national prosperity of the Republic? Addressing the House of Representatives in 1824, "He declared that never in the history of the American Republic has there ever been such universal misery, want, financial and commercial ruin and disaster as from 1817 to 1824, under seven years of Free Trade, and addressing the Senate in 1832, he said that never in the history of the American Republic has there been years of such universal prosperity, aggrandizement and happiness as from 1824 to 1831 under a high protective tariff, and he added that whilst the opponents of Protection declared that it would be the ruin of the provincial, commercial and agricultural interests of the country, what did he find on looking at the official statistics? "That whilst the assessed value of real estate in New York was \$53,000,000 in 1817, it fell to \$52,000,000 in 1824 under seven years of Free Trade, whereas it rose under seven years of Protection from \$52,000,000 in 1824 to the enormous sum of \$98,000,000 in 1831." Daniel Webster, who made, as Gately said, the greatest speech ever uttered by mortal man in favor of Free Trade maxims, became a convert to protection in 1828, and never abjured his newly espoused doctrine. We had the honor of an interview with a very learned Catholic Bishop, who at one time, we believe, was a Protestant clergyman. On this occasion his lordship was asked how he accounted for the comparative want of material prosperity, the social degradation, the lack of national, mechanical, commercial prosperity, and other elements which enter into a nation's material and moral greatness and advancement in Catholic as compared with Protestant countries—instancing Mexico, South America, Spain, etc., etc. The reply given by one present on that occasion was as follows.—"You seem to in-quire, sir, by your question, that the comparative retrogression of these countries is a consequence of their religious faith. Allow me to impress on you the facts:—1st. That material prosperity is not the criterion of the divinity of any religion. This you will see illustrated in the history of the Jews, the chosen people of God, as compared with the Greeks, Romans, Assyrians or Persians. And 2nd, if you will study the history of Mexico, South America, France, Spain, England, Persia, United States, Germany, Turkey, etc., you will find among them a melancholy contrast. Melancholy in truth it is, but full of hope and full of instruction for it demonstrates with unmistakable clearness that whilst non-manufacturing countries which import rather than produce their own requirements are held down in relative barbarism and slavery, that it is to the creation of a diversity of labor, to the fostering of manufacturing industries, to climatic influences, to the development of man's moral and intellectual faculties, and not to his religious professions, that is due his material prosperity and pre-eminence. France is Catholic and protective in her fiscal policy, yet in all the elements of a nation's greatness she is the peer of any country in the world. Belgium has the same faith and the same conditions. Spain, South America and Mexico are Catholic, but their fiscal policy gives no guarantee to manufacturing industries, their wealth and influence is correspondingly diminished. Ireland, with her own Parliament from 1782 to 1800, under a fostering policy of home manufactures presented an era of unparalleled prosperity. Her population rose in these 18 years from 3,000,000 to 6,000,000, she subsidized manufactures to the extent of £200,000 in a single year. Yet the creed of her children did not arrest her progress during this epoch of prosperity, whilst Germany, under the guidance of even mighty Bismarck, has been a comparative pauper among the great powers. But the man of blood and iron soon discovered the cause of her poverty. Russia under a protective tariff is making wonderful strides in the march of progress, and, thank God, so is Canada under a wise Government.

Having expatiated on the effects of manufacturing industries, of a diversity of labor on the general prosperity of nations we venture to give our readers another illustration on this score. We will ask them to look at India, and inquire what was the result of the suppression of the cotton industries of that country?

India formerly supplied Great Britain, Europe and even America with manufactured cotton goods. When machinery was substituted for manual labor, when India began to import rather than produce her own requirements in this great domestic, what was the result? Thousands, yea hundreds of thousands were thrown out of employment, the industry was crushed, the labor market was over burdened, the myriads of artisans engaged in the working of the great staple, having no craft to earn a livelihood became the victims of misery, want and comparative slavery. Who reads the Eastern Empire the total of her own destinies as we have in Canada but she imposed a heavy customs duty on foreign manufactured cotton, she would have lured capital and machinery, that great branch of industry would have been sustained, her material prosperity would have been greatly enhanced, employment would have been furnished for hundreds of thousands of skilled operatives, periodical famines would have been unknown, and she would have become one of the greatest manufacturing centers in the whole civilized world. Let any one look to the Southern States of the American Republic, where agriculture is almost the only industry of the people, and compare their material prosperity, their social condition, their moral and intellectual status, with that of the Northern States, where there is such a diversity of labor, where many manufacturing industries everywhere cover the land. To the Northern States there is the largest emigration ever known in the history of the world; whereas with her illimitable fertile acres, fine climate, abundant resources, the South with her sole industry of agriculture, attracts comparatively few emigrants from Great Britain or Europe, and the same rule applies almost every country where like distinctions exist. Well did the great Calhoun observe that these things are essential to a nation's material prosperity, via commerce, agriculture and manufactures. Some financial statistics bearing on this great question will interest our readers. In the financial year from 1873 to 1879, the balance of trade in favor of the United States, under protection, was \$305,000,000. The balance against Great Britain under a free trade policy was £149,000,000 or nearly \$700,000,000. The balance of trade under the MacKenzie regime against Canada was over \$175,000,000. The amount on deposit to the savings banks of Massachusetts in 1878 was \$210,000,000—in Canada, less than \$14,000,000. The United States paid her operatives \$372,000,000 in 1878, and it is estimated she paid out over \$1,000,000,000 in 1890. A 6 per cent. loan of \$18,000,000 under a low tariff in the Buchanan Administration was six months on the market. To-day a \$500,000,000 4 per cent. loan is snapped up in a day. And whilst under the tariff of 1861 our six per cent's sold down to 96, to-day we can find a four per cent. loan at 99. The era of deficits is passing away under the aegis of Protection to domestic industries, and for the first time in a long period of our history we had a balance of trade in our favour of \$7,000,000 in the financial year ending 1st June, 1890! Everywhere the hum of industry, prosperity and wealth resounds through the land, all our resources of land and water transport are strained to carry our interchange, export and import of goods, products and merchandise. Occurrences of every kind have appreciated at an unprecedented rate, the purchasing power of the masses was never greater, the vision of the beggar and the tramp has vanished from our highways, and insolvency dwindled to a mere shadow! We are constantly reminded by the *Globe* of the misery the National Policy is producing in Canada by expatriating vast numbers of our population to the American Republic! Whilst we leave to the census to determine authoritatively an increase or decrease in our population we will take the *Globe* on its argumentum ad Amicum, and ask it whether our fiscal policy is exiling our fellow subjects to a free trade or protective country? And in connection with this great question we will give our readers a few emigration statistics.—In the first forty years of the history of the American Republic, which was essentially the free trade era, 375,000 emigrants landed in the United States from foreign shores. In the next forty years, which was comparatively, and in some respects essentially, the protective era, over 4,000,000 arrived in the American Republic. In 1856, 425,000 emigrants, or 59,000 more than in the first forty years of the American Republic, came to the United States. In a period of forty years 3,000,000 emigrants came to the United States from Great Britain. Of these 2,300,000 came from poor agricultural Ireland, and only 800,000 from England and Scotland, where there is so vast a diversity of labor. Of 1,500,000 emigrants who came from Germany and other parts of Europe three-quarters of them came from agricultural districts, showing that it was not from the manufacturing districts of Europe, but the agricultural districts that America derived her emigration, and as to the purchasing power of the masses under free trade and protective countries we have merely to note that one hundred emigrate from Europe and Great Britain to the United States to the one which emigrates from her shores.

We will now review and answer some of the most common objections to the effect of the present tariff on manufactured goods entering into the general consumption of the industrial classes of our community. Let us take up, in the first place, for example, cotton and sugar. Are these articles dearer now than under the MacKenzie regime, and is the present tariff the cause of such increase in price? We are free to admit manufactures of this kind cost more in Canada in '80 and '81 than '77 and '78. But they likewise cost more in the United States, Great Britain and Europe

What is the cause? The tariff? No, certainly not. It is the enhanced price of the raw material, of skilled labor, of the world over, and the increased demand caused by the increased purchasing power of the masses.

Does the *Globe*, for an instant, reflect that the closing up of one industry, the concentration of an increased demand of 4,000,000 of people on American sugar refineries would have the same effect at the present, or in the future, as it had in the past?

TRADE RETURNS.

The Trade and Navigation Returns for the year ending 30th June, 1890, were recently laid before the House of Commons by the Minister of Customs.

Table showing Trade Returns for 1889 and 1890. Columns include Exports, Imports, and Duty. Values are in millions of dollars.

For the first time, the exports exceeded the imports in value last year. The following is a statement of exports and imports by countries.

Table showing Exports and Imports by Countries for 1889 and 1890. Columns include Countries, Imports 1889, Imports 1890, Exports 1889, and Exports 1890.

OUR LETTER BASKET.

A SHEET METAL ROLLING MILL WANTED.

We have received the following communication - MONTREAL, January 27, 1891.

Dear Sir - Will you kindly inquire through your valuable paper whether we have in Canada a rolling mill for making and rolling sheet brass, German silver, etc.

EDITORIAL COMMENTS.

The total number of commercial failures in Great Britain during the year 1889 was 13,147, against 10,377 the previous year.

The question of Government purchase of telegraphic lines is under discussion in several United States organs of public opinion.

According to the *Railway Age*, thirty-one railways, with a mileage of 3,555 miles representing an apparent investment of \$100,000,000 in bonds and \$67,000,000 in stock, have been added during 1889 to the roads sold under foreclosure.

The production of pig iron in the United States during the year 1889 is estimated at 3,300,000 gross tons. In 1879 it was 2,741,953 tons.

In a recent article the *Emerson, Manitoba, International* points out the facilities offered by that place for agricultural development.

The new palace cars built at Montreal for the Q M & O Railway are represented as a credit to Canadian workmanship and enterprise.

According to a recently published statement the total number of manufacturing establishments in Chicago at the end of the year 1889, was 3,848.

The *New York Herald* says there is some talk of a coalition between the Democrats and Greenbacks, in which the Democrats are to drop the party name and call themselves Greenbackers.

According to the report of the Commissioner of the State Bureau of Labor statistics, for the fiscal year ending 1st October last, the number of blast furnaces in Ohio was 109, 29 of which, at that time were out of blast.

SPECIAL NOTICES.

BARB WIRE FENCING.

Probably there is no question that vexes the farmer more than that of "fences." To combine efficiency with cheapness has been a problem which thousands have tried to solve without any satisfactory result.

GENERAL INDUSTRIAL NOTES.

Mr. Henry Corly, jun., of Belleville, has sold 176 head of cattle, now fattening at his dairy to Mr. John Coughlin, of London.

The steamer *Fishburne*, which sailed from Halifax for London, Eng., took among the cargo nearly 400 head of cattle, about \$6000 worth of meat, butchered at Amherst, and 150 tons of butter.

The *Bellefleur Intelligence* says, Mr. St. Charles has just received from Dr. Mack, a New York gentleman an order for an omnibus to be used in connection with a hotel in St. Catharines, Ont., owned and managed by him.

Sir Hugh Allan and H. A. Budden, of Montreal, and J. W. Clendenen and C. D. Hoffman, of New York have notice of their intention to apply for incorporation as the British-American Iron and Coal Company.

Captain Thomas Wastle, of London, Ont., has recently secured several acres of land adjoining the London water works.

Park's Cotton Mills, at St. John, N.B., are undergoing extensive improvements and additions. A large wing is being added, and another engine of 90 horse-power has been added.

Mr. John Herring, agricultural implement manufacturer, of Napanee, Ont., the largest stockholder in the Napanee mill paper manufacturing company, has recently sold his twenty-four shares for \$42,000.

The affairs of the Cape Breton (Coal) Company, which have been in the hands of an official liquidator for some time past, have at length been brought to a close by a new company purchasing all the property.

The *Charlottetown Pioneer* says - The only industry which appears to have any life in it, in Alberton, is the preparation for next summer's lobster fishing, which gives employment to a large number of hands this winter.

The Craven Cotton Mill, at Brantford, Ont., to which enterprise that place granted a bonus of \$5,000 a short time ago, will be in running order on or about the 1st of February.

On the same that are the ring frames and about 5,000 spindles. On the fourth that is the mule spinning room, containing three pairs of mules, which will hold 5400 spindles.

SPRIT OF THE COMMERCIAL AND INDUSTRIAL PRESS

THE PRINTING OF RAILROAD TICKETS

(Continued from page 51)

There is a little-known industry in the country, which is not looking particularly bright at the moment. It is the printing of railroad tickets. In point of extent, the business is not much below that of the printing of the currency of the United States...

BEWARE OF SPECULATION

(American)

To most people the enormous fortunes made by the Goulds and Vanderbilts, and which have been almost entirely by speculative means, have a kind of fascination and create a desire to go down Wall street and try to do the same...

Trade in the staple in which they dealt had fallen to a point which would not permit them to continue their operations. They were in a position to be sold out at a price which would not permit them to continue their operations...

CHIEF CAUSES OF RAILWAY ACCIDENTS

(Railway Age)

Railway construction and equipment have now been so nearly perfected that accidents from defective roads and appliances are comparatively rare. The two chief sources of danger which remain, and from which several very distressing accidents have occurred within a few weeks, are breakage of rails and fire from overturning of cars or trains...

PREVENTING EXPLOSIONS IN COAL MINES

(Coal Trade Journal)

The prevention of explosions in coal mines by giving an indication of alarm when an undue or excessive proportion of pit gas is present forms the subject of an invention by Messrs. Rudenberg and Schneider, of Bismarck, Prussia. The apparatus may also be arranged to indicate the presence of carbonic acid gas or other dangerous gases elsewhere than in mines...

A jet of heavier gases in the surrounding medium of the air vessel, and is intended as a safety device in the event of the current passing in this case through the vessel. Instead of a spring, the air vessel is provided with a contact spring and a contact plate, which are arranged to make contact with the air vessel...

UNION PACIFIC—REPORT OF THE GOVERNMENT DIRECTORS

The annual report of the government directors of the Union Pacific Railway Company has just been made public. After narrating the story of the consolidation of the three Pacific companies the directors say that at a meeting of the company's board, January 20, 1880, a question was raised as to the status of the government directors in the new company...

No official notice was given by the Union Pacific to the government directors to attend the meeting of its board, March 9, 1880, but as that was about the usual time for holding the annual meeting of the directors of the company, the government directors met by their own appointment on the 8th of March...

Ninety-two vessels, with an aggregate tonnage of only 35,847, were built in Maine during the year closed. This was less than half the tonnage of 1877, since which year there has been annually a decrease. The prospect for the present year is believed to be a little better...

same policy of the improvement of the property is intended for the coming year as has been shown in the past two years. Contracts have already been made for 3,000 tons of Bessemer steel rails, for 4,000 tons of 4' spaced rails for the Utah & North Pacific, and 1,000 passenger coaches for the Utah & North Pacific...

THE DIRECT UNITED STATES CABLE CO

An extraordinary meeting of the proprietors of the company was held recently at the Cannon street Hotel, to consider the agreements approved by the Anglo-American Telegraph Company. The chairman (Mr. William Ford) first stated that Mr. John Ford, M.P. (chairman of the company) was absent, owing to the death to-day from an attack of typhoid fever, of his second son, about twenty-two years of age...

Vertical text on the right margin, likely a list of names or a table of contents, including names like 'Patent', 'Lumber', 'Machinery', etc.

TORONTO PRICES CURRENT.

Table of Toronto prices current, including sections for Groceries, Paints, etc., Petroleum, Wool, Hides and Skins, Leather, Produce, Hardware, Iron, and Druggs.

WEEKLY REVIEW.

Weekly Review text covering market news, stock market, wheat prices, and revenue statistics. Includes a table comparing 1880 and 1881 revenue.

Continuation of Weekly Review text, including news about the Hudson Cotton Company, the Mercantile Bank of the River Plate, and other industrial and commercial events.

Advertisement for Winans & Co. located at 13 Church St., Toronto, featuring a list of wool products and their prices.

SCIENTIFIC AND PRACTICAL.

CONSTANT DISCOVERY—STEEL RAILS FROM IRON MOUNTAIN ORES.

Mr. A. Sheldahl, of St. Louis, reported to the American Society of Mechanical Engineers...

COMPOUND PORTABLE ENGINES

English manufacturers of agricultural machinery are devoting considerable attention to compound portable engines.

SCIENCE

To soften brass, heat it up to a cherry red and plunge it into water. The most durable woods in dry places are cedar, oak, yellow pine and chestnut.

down. In the month of February, however, after four hours of labor, managed to make a small amount of fish...

AN IMPROVED GLUE DRESSING FOR WOUNDS

Cabinet makers and wood workers generally are familiar with the use of glue in dressing tool cuts and other slight wounds...

USEFUL CEMENTS

Iron Cement for Closing the Joints of Iron Pipes.—Take of finely powdered iron borings, 5 pounds...

Turner Cement.—Melt one pound of rosin in a pan over the fire, and when melted, add one-quarter of a pound of pitch.

INSURANCE MATTERS.

LIFE INSURANCE NOTES

In a suit filed by the Insurance Co. of the State of New York...

The following deaths from zymotic diseases, which were influenced or aggravated by defective plumbing...

Table with 4 columns: Disease, Total deaths reported, In houses containing less than 4 families, In houses containing 4 families or more, Total deaths from all causes.

We learn from the same journal that a bill was introduced last week which should be put through without delay.

ARE YOU INSURED

The latest tendency of Life Insurance Companies is towards a liberal construction of the terms of their contracts...

TRADITIONS IN LIFE INSURANCE

In earlier times when most of the life insurance companies were stock, it was then desirable to get all the money possible out of policy holders.

It is understood that the results of lake and inland insurance the past season have been quite unprofitable.

It is understood that the results of lake and inland insurance the past season have been quite unprofitable. Most of the twenty six companies engaged in the business have lost money...

The heaviest loss sustained by the Mill Mutuals this year has been caused by the spontaneous combustion of dyed cotton yarn of various colors.

By the December Peninsula fire, the Liverpool, London and Globe lost over \$40,000, the Home of New York, \$30,000, the Queen, \$25,000...

The proprietor of a New Orleans hotel was recently fined \$500 for failure to supply his house with fire escape ropes.

The Royal Canadian Insurance Company have issued a statement of the business for the year 1886, by which they claim a profit for the year of \$67,209.88.

The year having closed, there is a general desire to know what it has brought to insurance companies—whether profit or loss.

THE ANGLO-AMERICAN TELEGRAPHIC COMPANY

An extraordinary meeting of the above company was held recently at the Cannon street Hotel (Lord Monck in the chair) to consider agreements made between the Anglo-American Company, the Direct United States Cable Company, and La Compagnie Française de Télégraphie du Paris à New York...

MONTREAL PRICES CURRENT.

Table of Montreal prices current, categorized by Groceries, Spices, and Liquors. Includes items like Flour, Sugar, Coffee, and various oils.

Table of Montreal prices current, categorized by Drugs and Chemicals, Window Glass, Iron and Hardware, and other miscellaneous goods.

Table of Montreal prices current, categorized by Leather, Boots and Shoes, and Raw Furs.

WEEKLY REVIEW.

Weekly Review text discussing financial conditions, stock market trends, and commodity prices. Mentions the Montreal February 2nd, 1891.

Continuation of the Weekly Review text, providing detailed analysis of market movements and price fluctuations for various commodities.

THE LUMBER TRADE.

THE BRITISH MARKETS.

London.

The London market for lumber is very quiet... The demand for lumber is very light... The market is very quiet...

Those who have dabbled in large transactions with the other side have learnt a lesson that we hope the general body of consumers will profit by...

Liverpool.

The past week has again been a quiet one, and with the exception of some fair orders for oak timber, there has not been any movement in the market beyond the customary retail consumption...

Glasgow.

The opening public sales of American timber and deals took place this week. Prices of timber are noted below...

ACCTION SALES.

Table listing timber and deal sales with columns for quantity, price, and date. Includes entries for Quebec yellow pine deals, Do. red pine, Do. deal ends, Do. deal ends, Do. deal ends, Do. planks, Miramichi spruce deals, and Pictou birch timber.

The hunt for walnut lumber is fast extending out of the old fields of operation, and in northern Tennessee an eye is upon nearly every tree...

LEGIONS OF LOGS.

A splendid reason for looking this winter has been... The lumbermen are not to be dismayed by the... The lumbermen are not to be dismayed by the...

LUMBER NOTES.

That those engaged in the lumber trade have an abiding faith in the "boom" is shown by the unusually large quantity of pieces which they are getting out for this season's cut...

John Drennan, of Campbellford, has a shanty on Deer River and will cut 3,000 pieces.

Fowls Brothers, of Hastings, have four shanties in Dunsmuir and Methuen, and will get out logs and square timber.

Edward Harrison, of Bridgewater, will cut 40,000 ties, and A. F. Wood, of Madoc, 20,000, all for the Grand Junction.

James Noeworthy has a large force of jobbers at work getting out ties for the Grand Trunk. He will bring down 100,000.

Flint & Holton have two shanties and a number of jobbers at work, and intend to furnish 20,000 pieces as their contribution.

James Sheppard, of Latta Mills, has a large lot of shingle stock and will also engage in sawing lumber when the season opens.

Frank Chisholm is lumbering on the Claro river, and will cut sufficient for the wants of his section and the country near Roslin.

The wages paid are for a team and teamster \$1 per day, for chopping, \$12 to \$16 per month; and foremen from \$40 to \$100 per month.

Rathbun & Son have—including those of the jobbers—60 shanties, and a small army of men and horses. They will get out 600,000 pieces.

Alexander Sutherland, of Caniffon, is lumbering on the Hootamatta. He has one shanty and four jobbers at work and expects to get out 25,000 pieces.

Wm. Sutherland employs 80 men, and his areas of operations is near Wolf Creek. He has four jobbers at work and will bring 40,000 pieces to the bay.

Thomas Buck has four shanties and gives employment to nearly 100 men. His cut will solely consist of square timber, which will be brought to Belleville by rail and rafted for Quebec.

John Lindham is once again in the business, and has two shanties located in the townships of Lake and Tudor. His cut will comprise about 200,000 pieces, which will be down in Belleville.

It is worthy of note that the export of shipment from New Brunswick for the year ending November 30, 1900, reached the enormous figure of 2,500,000 super ft., an increase of 110,000,000 over the previous year.

P. P. Pearce of Marquette has three shanties located and three jobbers. His area of operations is about twenty miles north of the village. He cut comprises square timber and logs and will number 200,000 pieces.

William Blacker has one shanty and one jobber at work in Lakeville and will send 100,000 pieces down the river. In addition to the teams and to the stock, which by the way, only get a dollar a day—he employs 25 men.

Advice from St. John, N.B., state that the clearances from there have now ceased for the season, and that no further vessels are expected to sail. The stock of deals is estimated at about one-third of the quantity usually wintered there.

George Eastbrook, of "Sweet", is having the Jamieson mill put in proper order for a lively business. His operations are confined to the Sootamatta and Clare rivers, and eight jobbers are in his employ. The total number of hands engaged is forty. His cut will amount to 400,000.

In consequence of the activity in the ship-building trade of the Tyne and the low stocks of yellow pine lumber in that locality, a call has been made in London to meet the demand, and several cargoes have lately been despatched from here, one agent alone having obtained an order for about 1,000 loads.

The lumbering business has been heavily gone into in the vicinity of Belleville this winter. Messrs. Gilmour & Co. have six shanties, employing 600 men, and will bring 150,000 pieces down the Moira and 250,000 pieces down the Trent. Messrs. Rathbun & Son are also operating more heavily than last year.

The above, with 400,000 pieces of Gilmour & Co's. will, it is expected, keep the mills of this locality briskly engaged during the coming season, and if navigation should open at an early date the welcome buzz of the saw will be again heard in the land. Still, as the snow is light, and the ice in the back lakes thick, it is very doubtfully if all the drives will reach the market this season.

The Secretary of the Chicago Lumberman's Exchange furnishes the following statement showing the stock of lumber on hand in that city January 1, as compared with the same for the two preceding years: Lumber, 1881, 797,410,673; 1880, 451,682,055; 1879, 410,773,860. Shingles, 1881, 188,722,000; 1880, 290,057,000; 1879, 200,750,000. Lath, 1881, 50,321,485; 1880, 38,630,800; 1879, 41,272,300. Pickets, 1881, 1,392,232; 1880, 2,129,700; 1879, 1,106,654. Cedar posts, 1881, 63,659; 1880, 404,719; 1879, 479,085.

TO SAW MILL OWNERS.

WANTED—Open for an engagement by the first of May, or sooner if desirable, an Engineer of first-class ability, who is also a thorough machinist. Has had 25 years' experience. For last 5 years employed in saw and planing mills and saw, door and blind factories, having charge of engine and boiler, doing his own repairing; making knives for planing and other machines. Am also accustomed to the charge of planer and stacker hands. Address: the office of this paper, 114 Francois Xavier St., Montreal—English.

JAS. ROBERTSON & CO. Dominion Saw Works TORONTO



LANCET TOOTH, CHAMPION, & Co. Manufacturers of Superior Quality Circular Saws, Circular Shingle Saws, Gang Saws, Mill Saws, Butting Saws, Cross-Cut Saws, "Lance Tooth," "Champion," etc., etc.

INSERTED TOOTH SAWS A SPECIALTY. All Saws warranted to be made of Very Best Material, and only First-Class Workmen employed.

SAW MILL SUPPLIES OF ALL DESCRIPTIONS SAWS REPAIRED

RUBBER BELTING, LEATHER BELTING, FILES, FILES RE-CUT, EMERY WHEELS, GRINDSTONES, DABBITT METAL LUMBERWORKS, PACKING, BELTING, IRON TUBES, WHITELEAD, ETC

TORONTO WORKS, 253 KING STREET WEST MONTREAL WORKS, 20 WELLINGTON STREET

R. H. SMITH & CO. (Successors to J. FLINT) SOLE MANUFACTURERS IN THE DOMINION OF CANADA OF

THE "SIMONDS" SAWS



ST. CATHERINES, Ont. Sole Manufacturers of the genuine HANLAN, WILSON, PROVED DIAMOND, IMPROVED CHAMPION, and the NEW IMPROVED CHAMPION CROSS-CUT SAWS. We also make all other kinds of Cross-Cut Saw Hand Saws from the cheapest to the very best. THE LARGEST SAW WORKS IN CANADA

The indication of the market is good but... The demand for lumber is very light... The market is very quiet...

There is little to say but that the... The market is very quiet... The demand for lumber is very light...

There has been a fairly good... The market is very quiet... The demand for lumber is very light...

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EDUCATION IN JAPAN

The report of the Japanese Minister of Education shows that there are now in Japan 25,459 elementary schools, with 59,825 teachers and 2,066,566 scholars...

The mills on the Menominee river cut 247,467,168 feet of lumber in 1880, as follows: Kirby, Carpenter Co., 80,670,169; Ludington, Wells & Van Schalk Co., 45,818,999; Menominee River Lumber Company, 31,098,000; the Witbeck Co., 28,000,000; the N. Ludington Co., 21,578,000; Hamilton & Merryman Co., 18,500,000; William McCartney, 15,000,000; Ramsey & Jones, 9,000,000; W. C. Culbertson, 9,000,000; R. Merryman, 12,000,000; Sawyer, Goodman & Co., 4,200,000. The amount of lumber on hand 19,357,029 feet, and the logs left over is 35,500,000 feet.

THE METAL TRADE.

THE BRITISH MARKETS.

The following are the prices of the principal metals in the London market...

Table listing prices for various metals like Lead, Zinc, Tin, and Copper in different grades.

Table listing prices for various grades of iron and steel.

Table listing prices for various grades of iron and steel.

Table listing prices for various grades of iron and steel.

BRITISH IRON AND STEEL EXPORTS IN 1880.

New York Bulletin. We have received through our London correspondents...

Table showing monthly and yearly iron and steel exports for 1878, 1879, and 1880.

The following table shows the details of shipments of all kinds of iron and steel...

Table showing details of iron and steel shipments by month and year.

AMERICAN SUPERIOR METALS.

New York, Jan 29. The markets have ruled fairly active during the past week...

Lead—Early in the week, large buyers entered the market and purchased all the available supply...

Table showing shipments of lead by sea for 1879 and 1880.

The Pacific Coast product of lead is large, far beyond our own wants, hence we are compelled to ship the bulk of our pig lead to New York...

During the year 1880 the production of pig iron in the United States...

During the month of December, 2,100 blasks of silver were shipped hence to foreign ports...

Table showing the value of exports from New York to various countries.

Tin—There has been a large speculative movement large buyers having secured a large proportion of the available supply...

THE AMERICAN IRON TRADE—AN ACTIVE YEAR.

We estimate the production of pig iron in the United States, in 1880, says the Bulletin of the American Iron and Steel Association...

TIN AND TIN-PLATING.

So much attention has of late years been directed to the more important metals iron and steel...

The following are the prices of the principal metals in the London market...

During the month of December, 2,100 blasks of silver were shipped hence to foreign ports...

Table showing the value of exports from New York to various countries.

Tin—There has been a large speculative movement large buyers having secured a large proportion of the available supply...

GENERAL INTELLIGENCE.

A bill of London official estimates...

London has been beset by a heavy rain...

Spain produces more than one half of the iron in the world...

St. Louis has nearly tripled its grain shipments down the Mississippi river...

Six Arabs have recently filed their application to become citizens of the United States...

The aggregate single issue of the newspapers of the United States...

The public debt of the United States is \$23,800,000...

The population of India is estimated at 240 millions...

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Six Arabs have recently filed their application to become citizens of the United States...

The aggregate single issue of the newspapers of the United States...

The public debt of the United States is \$23,800,000...

The population of India is estimated at 240 millions...

It is said the fatigue of the eye arising from working by artificial light...

In the period 1866-70, the amount of goods manufactured in Norway...

In securing prompt subscriptions for the Panama canal...

There are 133 shoddy factories in England, Scotland and Wales...

Duluth claims an increase of \$300,000 in buildings erected the past year...

Georgia has found a new industry, the cultivation of cork trees...

Statistics are on the increase in France. The number in 1879 was 4,157...

The total area of improved lands in farms in Michigan is 6,217,209 acres...

From New York to San Francisco by the route by the Isthmus of Tehuantepec...

The coroner's jury has brought in a verdict against the owners of the wrecked Alpena...

A stock farm in Texas has been fenced in as original value. A man bought a peninsula of 240,000 acres...

COMMERCIAL PROSPERITY

When the commercial world is in a state of depression... The commercial world is in a state of depression...

SHIPPING DISASTERS IN 1890.

Some statistics lately published under the supervision of Lloyd's may be interesting to our readers... showing to what extent shipping disasters have occurred during the last year.

A BRITISH VIEW OF THE COMING YEAR

The London correspondent of the Financial Chronicle, in connection with a review of British commercial prospects in 1890, looks into the future with the following view...

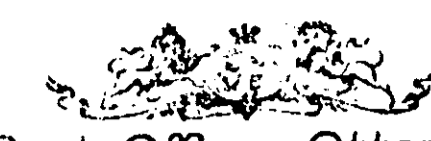
It is not, however, at all certain that the... The commercial world is in a state of depression...

ONTARIO LEGISLATURE

On Wednesday last week the Hon. Mr. Wood... reported that he had made his annual statement to the House of Commons...

The paper and board mills situated at Ellershouse, N.S., are standing idle for the want of a good practical paper maker with some capital.

POSTAL TIME-TABLES.



Post Office, Ottawa. Canada Central Railway

ARRIVAL AND DEPARTURE OF TRAINS

Table with columns for Train Name, Arrival, and Departure times for Ottawa.

Registered matter must be posted half an hour previously. Office hours from 9 a.m. to 5 p.m.

Post Office, Montreal.

ARRIVAL AND DEPARTURE OF TRAINS

Table with columns for Train Name, Arrival, and Departure times for Montreal.

LOCAL MAILS. Beauharnois Route, Duchesville, Contrecoeur, etc.

ORRANT BRITAIN, ETC. By Canadian Line (Friday), By Canadian Line (Supplementary-Saturday)

WEST INDIES. Letters, etc., prepared in New York are forwarded daily on New York, whence mails are despatched.

*Postal Carriage open till 4.45 a.m. and 9.15 p.m.

The Street Boxes are visited at 9.15 a.m., 12.30, 5.30 and 7.30 p.m.

Registered Letters should be posted 15 minutes before the hour of closing ordinary Mails, and 30 minutes before closing of Special Mails.

KINGSTON.

Kingston Vinegar Works.

The Kingston Vinegar Works, of which Mr. A. Haas is the Proprietor, manufacture White Wine, Malt, Older & other Vinegars.

The Vinegars of this establishment have a reputation for quality that ensures their success.

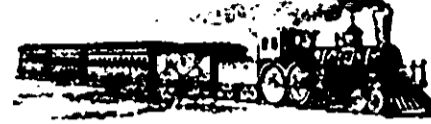
RAILWAY TIME TABLES.



ST. LAWRENCE AND OTTAWA RAILWAY.

CHANGE OF TIME

For the East, West, South and South East 11.15 a.m., 2.00 p.m., 10.30 p.m.



ST. LAWRENCE AND OTTAWA RAILWAY.

On and after THURSDAY, 10th JAN., 1890, trains will run as follows:

For the East, West, South and South East 11.15 a.m., 2.00 p.m., 10.30 p.m.

Q. M. O. & O. RAILWAY.

CHANGE OF TIME.

COMMENCING ON Wednesday, June 27th, 1890, trains will run as follows:

Table with columns for Train Name, Mixed, Mail, and Express times.

[Local trains between Hull and Montreal.] Trains leave Mills Road Station seven minutes later.

INTERCOLONIAL RAILWAY.

SUMMER ARRANGEMENTS, commencing 16th June 1890.

Through Express Passenger Trains run daily (except Sundays) as follows: Leave Point Levis, 7.30 a.m., 1.00 p.m., 2.00 p.m.

PICTON.

TO BREWERS AND MALTSTERS.

The undersigned, having enlarged his storage capacity, and put in an Elevator, which is the largest in the County, is prepared to purchase on Commission, barley and other grains for Maltsters and Dealers.

TO CAPITALISTS.

A SPLENDID SITE FOR A LARGE MALTING ESTABLISHMENT

In the heart of the celebrated Bay of Quinte barley district a never-failing supply, by gravity, of pure spring water at a temperature of 45° the year round. Also, a splendid site for a WHITE PAPER MANUFACTORY.

Water clear and pure, also by gravity. Water and rail communication with all parts. For particulars, address W. P. DESJARDIS, Brewer, Pictou, Ont.

PETROLEUM.

THE BRITISH MARKETS.

ALL THE OILS & PRODUCTS REPORT

London, Jan 17th 1891
Petroleum - Values of spot and month have advanced...

Crude Oil - Values of spot and month have advanced...

Turpentine - After declining to 30s 6d on spot has improved...

The stock at wharves today is 13,192 barrels, and the deliveries for the past week amount to 5,000 barrels.

Table with 4 columns: Stock this day, Landed last week, Delivered last week, etc.

Table with 4 columns: Refined, Crude, Refined, Crude.

Table with 4 columns: Stock this day, Landed last week, Delivered last week, etc.

Above represents stocks and movements at London and Thames Haven Public Wharves only.

PETROLIA WEEKLY OIL REPORT.

(Petrolia Topic.)

During the week crude has slightly depreciated in value, and \$1.40 is the best figure now offered.

Near the American Hotel Harrold & Son have struck a dry hole.

On the flats near the curling rink C. F. Bennett is building a rig.

Near the old Wolverine well A. Fletcher has a rig ready.

In the East End Hoskins & Phoenix have struck a two barrel well.

Near the Grove J. & J. Kerr are drilling. In Marthaville T. Draper is down 350 feet.

W. Stevenson is in the lower lime near the King territory. D. M. Kennedy has struck a small well on lot 8, 12th con.

At the switch James Harley is down 250 feet. Jas. Lawson is in the top soap on his own farm.

On lot 3, 14th con., N. C. Peterson has struck a twenty barrel well. The Doluge Well near Marthaville has been started up again.

H. Corey is drilling in Sarnia township.

THE PETROLEUM TRADE.

The New York Shipping Ltd. in its annual review of the petroleum market, states that the export trade in this article last year was not so satisfactory as might be desired.

THE MONEY MARKET.

LONDON STOCK REPORT.

Table with columns: BANKS, SHARES, etc. listing various financial institutions and their stock values.

Table with columns: DEBENTURES, INTEREST PAYABLE, WHARF PAYABLE, listing various bonds and interest payments.

Table with columns: NAME, Capital subscribed, Capital paid-up, Rest, Dividend last 6 Months, Closing Prices Feb. 2.

Table with columns: NAME, Capital subscribed, Capital paid-up, Rest, Dividend last 6 Months, Closing Prices Feb. 2.

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DOMINION TRADE REGISTER.

INDUSTRIAL DIRECTORY.

AGRICULTURAL IMPLEMENTS

COTTON MILLS. DUNDAS COTTON MILLS CO., Hamilton, Ont.

ENGINES AND BOILERS. G. C. MORRISON, Hamilton, Ont.

FILES. THOS. GRAHAM, Toronto - Manufacturer of cutlery of files and rasps.

FURNITURE. ONIWAHA CABINET CO., Oshawa, Ont.

GLASSWARE. HAMILTON GLASS CO., Hamilton, Ont.

GLOVE MANUFACTURERS. W. H. STORBY & SON, Acton, Ont.

IRON WORKS. CANADA SCREW CO., Dundas, Ont.

DOMINION BOLT CO., 87 St. Peter St., Montreal.

HAMILTON BRIDGE & TOOL CO., Hamilton, Ont.

McKECHNIE & BERTRAM, Dundas, Ont.

OSHAWA MALLEABLE IRON CO., Oshawa, Ont.

COWAN & CO., Galt, Ont.

KNITTING MILLS. S. LENNARD & SONS, Dundas, Ont.

LEATHER BELTING. DOMINION BELT AND ROSE CO., Toronto.

ORGAN BUILDERS. BOLTON & SMITH, 167 Mountain St., Montreal.

S. R. WARREN & SON, Toronto - Manufacturers of church organs.

PAPER MANUFACTURERS. CANADA PAPER CO. (Limited), 374, 376 & 378 St. Paul street, Montreal.

JOHN FISHER & SONS, Dundas, Ont.

WM. BARBER & BROS., Georgetown, Ont.

SAW MANUFACTURERS. R. H. SMITH & CO., St. Catharines, Ont.

SPICES, ETC. R. D. VAN DE CARR & SON, Toronto.

STEREOTYPES, ENGRAVERS, ETC. F. DIVER & CO., Toronto.

TELEPHONES. HOLT TELEPHONE CO., Toronto.

WIRE WORKS. B. GREENING & CO., Hamilton, Ont.

WOODEN GOODS. C. T. BRANDON & CO., Toronto.

WOOLLEN MANUFACTURERS. J. ROUTH & Co., Cobourg.

WOOLS AND COTTON WARPS. WINANS & CO., Toronto.

CASTORINE MACHINE OILS. NONE GENUINE UNLESS BRANDED. TORONTO OIL CO.

Coal Oil Chandellers. FRED. R. COLE, MANUFACTURER.

THE DRY GOODS TRADE.

NEW YORK ADVICES.

New York, Jan 29th

Business for the week closing was active in some departments of staple dry goods and quiet in others. Demand was chiefly confined to pattern goods in

Table with columns for 'Kinds', 'Kilos', and 'Value'. Lists various goods like Liverpool, Scotch, and others with their respective quantities and values.

Table with columns for 'Total for the week', 'Previously reported', and 'Total since January 1, 1891'. Shows cumulative data for various goods.

The market presents a wide contrast between now and the corresponding period of 1890. The week ending 25th is the 20th of January. Then prices touched their highest point, and buyers placed orders with a eagerness that evoked wild speculation.

The imports of foreign dry goods for the week into the port of New York, and since January 1st for the past three years compare as follows:

Table titled 'IMPORTS OF DRY GOODS FOR THE WEEK'. Compares 1879, 1890, and 1891 data for goods entered at the port, thrown upon market, and entered for consumption.

Foreign business continues to be very active for staple goods as well as fancy and the general aspect of the market remains most satisfactory. Certain kinds of goods are scarce already, more particularly

At the present writing, and for a few weeks past, if we were to place much reliance in the general "business cry" among the trade, we would be justified in writing the market as devoid of animation and greatly depressed.

not by any means as depressed a commodity as a portion of the trade would have us believe. In justification of the accuracy of our knowledge of the trade, let us call our readers' attention to one or two sales of secured wools below reported.

THE SILK INDUSTRY OF THE UNITED STATES - ITS GREAT FUTURE.

The following very able report by Consul Peixotto, of Lyons, will be read with interest not only by our silk manufacturers, but by every man who has the building up of our industries at heart.

The United States is no less interested in this serious question. We are now annually producing upwards of \$30,000,000 worth of silk fabrics, and yet not one single silk silature worthy of the name exists in all our broad dominions. Besides we are wholly dependent upon Europe and Asia for our raw material.

AMERICAN COTTON GOODS IN CHINA

The Chinese consular reports for 1879 which have just been published, are almost unanimous in their testimony to the fact that American cotton goods are pushing their way into the Chinese markets to the detriment of English manufactures.

WINDSOR HOTEL, NEWCASTLE. L. D. DAYMAN, Proprietor.

DUNDAS FOUNDRY AND ENGINE WORKS. ESTABLISHED 1838.

THOS. WILSON, MANUFACTURER OF STEAM ENGINES, BOILERS AND ALL KINDS OF MACHINERY.

DOMINION CARD CLOTHING WORKS. MANUFACTURE all descriptions of Card Clothing and...

W. R. GRAY, Proprietor. DUNDAS, ONTARIO.

FRICKS ON APPLICATION. (S-13)

STENCH PLATES. STEEL STAMPS for marking tools, etc.

Pritchard & Mingard. SPARKS ST., OTTAWA.

PORTER & SAVAGE TANNERS AND MANUFACTURERS OF LEATHER BELTING, FIRE ENGINES, HARNESS, SHOES, SADDLERY, ETC.

ECONOMY OF FUEL. With increased capacity of Steam power, by setting boilers the Jarvis method.

JARVIS FURNACE COMPANY, 111 KING STREET, MONTREAL.

THOS. SONNE, No. 177 & 179 COMMISSIONER ST., MONTREAL. Sulfur and Manufacturers of TENTS, TARPAULINS, Waggon & Horse Covers and Old Skin Clothing.

PATENT NOVELTY WAGGON TOP. NOTES OF WARNING

Prepared in the best interest of our Canadian Youth. Caution to Young and Middle Aged. Advice to Married and those about to Marry.

MAJOR & CIBB, MANUFACTURERS OF WIRE CLOTH AND WIRE GOODS.

Importers of Railway & Mill Supplies. 64 1/2 Craig Street, MONTREAL.

DUNDAS COTTON MILLS CO. DUNDAS, ONT.

MANUFACTURERS OF GREY DOMESTIC, TICKINGS, DENIMS, CHECKED AND STRIPED SHIRTINGS, COTTON BAGS, WARPS, YARNS, ETC.

P. Freysing & Co. MANUFACTURERS OF CORKS

Every description of Corks on hand and out to order. Also Corkwood and CORK LIFE PRESERVERS.

BRAYLEY & DEMPSTER MANUFACTURERS OF WROUGHT IRON AND SADDLERY HARDWARE

SCREW & STRAP HINGES A SPECIALTY. 47 & 49 King William St. HAMILTON, ONT., CANADA.

TO LUMBERMEN. The undersigned is prepared to quote prices to Lumbermen for shanty and all other description of Blankets.

ARTHUR TOOMEY BLANKET MILLS MANAGER

TO MALTSTERS. THE undersigned beg to inform maltsters and the trade that, having lately added new and powerful steam machinery for the special purpose of weaving extra strong STEEL WIRE CLOTH for malt and drying kiln floors...

TIMOTHY GREENING & SONS, DUNDAS, ONT.

Metal & Rubber Stamps. KENYON-STEWART MFG. CO.

Manufacturers of the largest variety of Dating, Office, Railway and Business Stamps, Seals, etc., in Canada. Awarded Bronze Medal at Toronto Industrial Exhibition, 1880. Office and Manufactory:

36 KING STREET WEST, TORONTO

DOMINION ORGANS & PIANOS.

THE largest and most complete factory in the Dominion. Highest honors ever awarded to any Maker in the world.

2nd Medal and Diploma at Centennial, 1876. 2nd Medal and Diploma at Sydney, Australia, 1877. 2nd Gold Medal at Provincial Exhibition, Toronto, 1878. 2nd Highest award at Industrial Exhibition, Toronto, 1879.

We are now manufacturing Square and Upright Pianos Best in the market.

Correspondence solicited. Send for Illustrated Catalogue Mailed free.

Domain Organ Company BOWMANVILLE, ONTARIO.

PANWEL HOUSE, COBOURG. This hotel is in the centre of the town, next to Town Hall and close to Post Office. Terms \$1 per day. Commodious Sample Rooms.

CANADA'S FUTURE.

PAPER BY SIR ALAN GALT, K. C. M. G.

The following is the paper read by Sir Alexander Galt before the Colonial Institute, on the evening of the 21st...

In selecting as the subject of this paper the future of the Dominion of Canada, I have no intention of discussing possible changes in its constitution or its political relations to Great Britain...

By the Queen's proclamation the two Provinces of old Canada, now designated Ontario and Quebec, were, on the 1st July, 1867, united with Nova Scotia and New Brunswick under the name of the Dominion of Canada...

THE CANADIAN CONSTITUTION.

It may not, in this connection, be inappropriate briefly to notice the powers granted to the people of Canada, and the system under which these powers are exercised...

CHARACTER OF THE POPULATION.

In the composition of her existing population, Canada is also peculiarly favored. Commencing as a French colony, Quebec has now over a million of the descendants of the foremost nation of the Latin race...

jealousies. They were taught to look more to the Mother Country and less to their own exertions than they should have done...

EXTENT OF THE DOMINION.

Let me now very briefly endeavor to convey to you some partial idea of the magnitude of the trust that has been assumed by Canadians in undertaking the colonization and government of the northern half of the continent of North America...

PROGRESS OF THE PROVINCES.

I will now shortly summarize the past progress of the Provinces included in the Atlantic division of Canada. Commencing in 1825 with a population of about 837,460, they have now attained at least four million in number...

DEBT AND ASSETS OF THE DOMINION.

The statement I now make respecting the present position of Canada would, however, be incomplete if reference were omitted to its public debt. And in this connection I may be permitted to notice and correct certain allegations in the article contributed by Mr. Anderson to the 'Contemporary Review'...

in no case has it lay, nor even extension of time, ever been asked by Canada. Much less has the British taxpayer ever been required to contribute to the payment of either principal or interest...

Table with columns for item and amount. Items include: On her magnificent canal system, On her railways, On lighthouses and navigation, On the acquisition and development of the great North West, Government buildings and miscellaneous, Assumption of Provincial debt.

Her annual revenue in like manner is employed usefully and for the benefit of the people. In 1879

Table with columns for item and amount. Items include: The interest (sinking funds and charges) on the debt absorbed about, The Government legislation and judicial about, The subsidies to the local Governments in lieu of the revenues assumed by them to the Dominion about, The postal service about, Public works and navigation about, Militia and defence about, India service—connected with the native tribes about, Miscellaneous about.

PUBLIC WORKS—THE CANAL SYSTEM.

Permit me, now, to give you what must necessarily be a very imperfect sketch of the work already achieved, and to show you the persistent and determined efforts your fellow-subjects in Canada have made and are making towards the development of that great country...

THE RAILWAY SYSTEM.

Passing next to the railway system of the Dominion, it permeates the older Provinces from Halifax to Lake Huron, and with its ramifications covers nearly 7,000 miles in length. Of this mileage about 1,250 is the property of the Government, and operated by them...

THE NORTH-WEST AND TERRITORIAL JURISDICTION.

Already, though Winnipeg has only had railway communication with the United States for less than ten years, it has sprung from a population of a few hundred to one of more than ten thousand...

FUTURE DESTINY AND RELATIONS OF THE DOMINION.

May I be forgiven if, with such a task before me, I think it unwise to discuss the future of the Canadian Dominion with reference to possibilities that may never arise? Mr. Wm. Clarke, in the article referred to, believes the present position of the country...

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BRITISH AND COLONIAL TRADE.

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CANADA AS A FIELD FOR SETTLEMENT.

I have in the foregoing remarks, endeavored to place...

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I have in the foregoing remarks, endeavored to place...

THE LATE E. A. SOTHERN.

Private despatches from London announced that...

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Private despatches from London announced that...

Private despatches from London announced that...

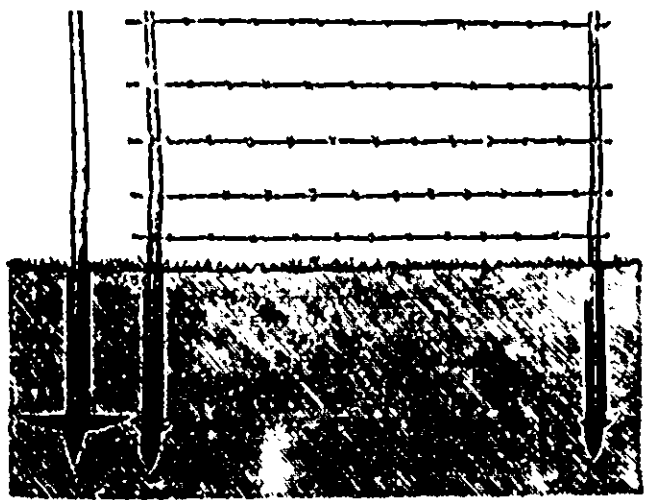
Private despatches from London announced that...

Private despatches from London announced that...

COUGHLIN'S
PATENT FROST AND FIRE PROOF
IRON FENCE POST

QUANTIFIED IN THE UNITED STATES AND CANADA

THE GREATEST INVENTION OF THE AGE.



For Barbed or other Wire Fences
BEST, CHEAPEST AND MOST DURABLE
FENCE POST ever invented or used for any with the durability of post holes, etc.
I will fill Barbed Wire Fences with the Patent Iron Post at a **VERY LOW FIGURE.**
For particulars send for circular.
Parties desirous of becoming Local Agents, or obtaining county rights, please apply at once to

P. COUGHLIN, PRESCOTT, ONT.

HART EMERY WHEEL COMPANY

MANUFACTURERS OF THE

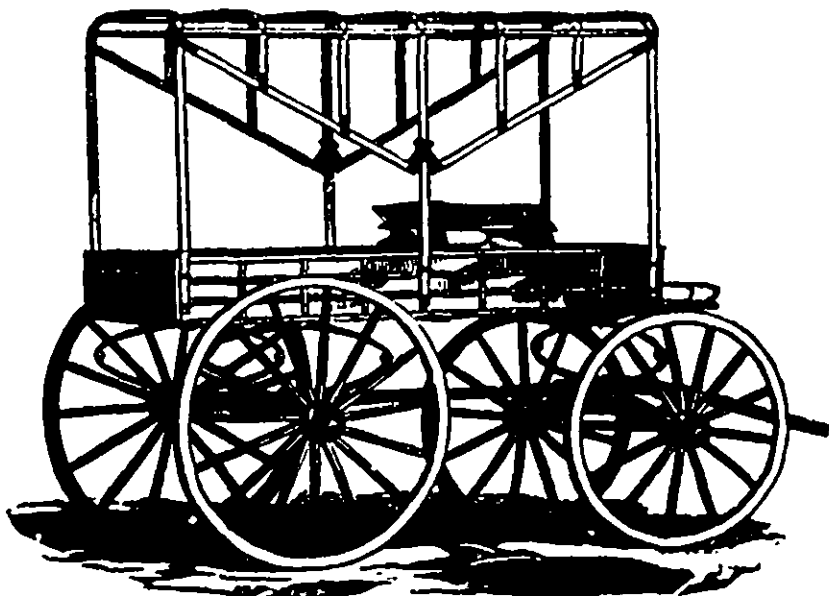
DETROIT EMERY WHEEL.

Each Wheel strengthened by a Brass Wire Web inserted. Send for Price List and Circulars.

Hamilton, Ont.

Bronze Medal and First Prize at Toronto Industrial Exhibition, 1880.

THE CELEBRATED



NATIONAL MANUFACTURING CO.

202 SPARKS STREET, OTTAWA.

NOVELTY WAGGON TOP.

SEND FOR ILLUSTRATED CATALOGUE.

McCOLL BROS. & Co.
TORONTO,

Were awarded the FIRST PRIZE for their LARDINE and other

MACHINE OILS

At the great Industrial Fair, Toronto, 1880, and

Four First Prizes and Gold Medal

At the Provincial Exhibition, Hamilton, 1880.

Their Lardine Machine Oil was used, by authority of the Association, on all the machinery at both Fairs during the four weeks, and proved a very superior oil.

Encourage Home Industries!

Look out for Electrotpe Cut, to appear in this space, of

NORTHEY'S STEAM PUMP.

FIRST PRIZE at Toronto Industrial Exhibition and Provincial Fair, Hamilton, 1880.

Oshawa Cabinet Company,
FURNITURE MANUFACTURERS
OSHAWA.

Highest Awards and Two Silver Medals at Dominion and Toronto Exhibitions, 1870 and 1880.

RETAIL WAREHOUSES:

97 YONGE STREET, TORONTO.

GALT FOUNDRY & MACHINE SHOPS
COWAN & Co.

Iron Founders and Manufacturers of all kind of WOOD WORKING MACHINERY, with all the latest

Steam Engines and Boilers,
PORTABLE AND STATIONARY.

Our REVOLVING BED MOULDING MACHINE stands unrivalled, and has never yet been equalled in competition.

DOMINION BOLT CO.
87 ST. PETER STREET,
MONTREAL.

WORKS IN



TORONTO.

Best Norway Carriage Bolts, Best Full Square Carriage Bolts, (capacity 40,000 per day.) Plough Bolts, all shapes, (capacity 11,000 per day.) Tire Bolts, Stove Bolts, Sleigh Shoe Bolts, Rivets, Hot Pressed Nuts, (daily capacity 7 tons) Fancy Headed Bolts, (best iron.)	Capacity 50,000 per day and over, according to specification.	Machine Bolts, Coach Screws, Lag Screws, Bridge and Roof Bolts, (capacity according to specification.) Railway Track Bolts, square, oval or pear shaped, (capacity 18,000 per day.) Railway Spikes, (10 tons per day.) Boiler Rivets, (5 ton per day.) Spring Bolts, from best and Norway iron.	Capacity 11,000 per day.
---	---	--	--------------------------

The quality of the Iron, finish of the bolts and style of packages, is superior to the average, and equal to the Foreign Bolts, Nuts and Screws.

NOTICE to MILLERS

We hold the Patents and are manufacturing the Garden City and Berlin City Pulverizers, Adjustable mesh Wheat Pulverizers, Combination Separator, Husker Smutter, Adjustable Bran Husker, Out and to table Separator, Improved Flour Packery, Husky Separator, American 4-holed Iron Halls, Bolting Cloths, Buckets, etc.

CONSOLIDATED PURIFIER CO'Y.
1 & 2 MYLES LOCK, TORONTO.

ROBT. MITCHELL & CO.

MONTREAL BRASS WORKS

BRASS FOUNDERS & FINISHERS

Steamfitters and Plumbers, Copper-smiths, &c.

St. Peter and Craig Streets,

MONTREAL

STEAM USERS

Attending the Exhibitions at Montreal and Toronto desirous of investigating how to

SAVE MONEY BY SAVING FUEL.

and at the same time secure

INCREASED CAPACITY OF STEAM POWER.

Are invited to call and see boilers in operation set with the JARVIS system of furnace. Among others in Montreal are those at Rogers & King's Iron Works, 615 Craig St.; Charles Child's Last and Dye Works, 112 Queen St.; and Miller Bros. & Mitchell, Engineers and Machinists, 116 King St.; and in Toronto at the extensive establishment of the Mail Printing Co. There are now over 1,000 boilers set, this way in the United States and Canada. It is the same principle as the FLEMING STEEL PROCESS—the waste gases utilized with hot air on top of the fire, which is the only way to obtain perfect combustion. Waste fuel used without blast also saving, wet peat, wet hops, spent tan and dyewoods, &c.

JARVIS FURNACE CO.,
(P.O. Box 53) 114 KING ST., MONTREAL.

BURNELL'S



FOUR-POINTED GALVANIZED STEEL BARB WIRE FENCING.

There are now before the public a number of Four-Pointed Barbs, which to the casual observer, are similar in appearance to the Burnell Barb which we are making, but a close examination of them will show the difference and their inferiority.

The Grand Trunk Railway Company of Canada give it a preference over all others, and have contracted with us for over one hundred tons of fencing for immediate delivery.

This barb was patented in the United States in 1877, and is no infringement on any other patent, and we will defend dealers and consumers against the threats of pretended monopolists. We claim superiority for our Barb Wire over all others for the following reasons:—

1st.—We use only the best quality of Galvanized Annealed Steel Wire.
2nd.—The two strands of No. 12 Wire are twisted together just enough to allow for the contraction and expansion of the metal, caused by heat and cold, and not so much as to injure the structure of the steel.

3rd.—The Barbs on our Wire are four-pointed, thus always presenting a barb laterally or at a right angle, which is a great advantage over the Two-Barb Wire, as cattle are unable to get against the fence to break it or push it down.
4th.—The Barbs are fastened to the Wire at intervals of 7 inches, in a manner entirely different from any other, being securely locked around and between both wires, so that they cannot slip or move toward each other, and they also prevent the untwisting of the cable should either wire get broken.

5th.—The machinery by which the Barbs are put on is so perfect that the Table Wires are not injured or weakened by the process, as is the case with other Four-Pointed Barb Wires.

Manufactured by the CANADA WIRE COMPANY, Montreal.
H. R. IVES, Manager.

AMES, HOLDEN & CO.

Manufacturers of and Wholesale Dealers in

BOOTS AND SHOES

VICTORIA SQUARE,

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