

INDUSTRIAL WORLD

AND NATIONAL ECONOMIST.

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RAILWAY and
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SULES,
DYE STUFFS,
ESSENTIAL OILS
FANCY PAPERS,
GELATINES,
GLUES, GLYCERINE,
GEMS,
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ment for the fall and holiday trade.
Never before have we had such a
large and beautiful assortment of

Fancy Chinaware,
Glassware,
Photograph Albums,
Velvet and Wood Frames,
Toilet Cases,
Music Boxes,
Work Boxes,
Desks,
Cabinets,

Tin Toys,
Wood Toys,
Mechanical Toys,
Dolls (great variety),
Drums,
Guns,
Swords, etc., etc.

NOVELTIES
In every department at

H. A. Nelson & Sons

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Toronto House, Montreal House,
24 & 26 FRONT ST. WEST. 59 TO 63 ST. PETER ST.

MR. LOWTHER ON FAIR TRADE

For some months past the Fair Trade champions in England have had the effect of crushing out the Fair Trade movement, which is steadily making progress...

"Attempts are being made to represent this movement as a desire to advance the interests of the agricultural community. Although the agricultural interest, being as it is, the greatest interest of the country, has been fatally affected by the present one-sided system of so-called Free Trade, it is by no means the only interest, or even the interest mainly affected by the present state of things. (Cheers.)

...some thirty millions annually. To show the amount of even a large proportion of it, on the general taxation of the country would not only try the ingenuity of our Chancellor of the Exchequer, and the advice which I will venture to tender to him to have recourse to a system of indirect taxation as a means for providing funds necessary to meet these local burdens...

Mr. Lowther next took up the question of treaty-making, and he entered a strong protest against commercial treaties being made with any foreign nation with the hands of the country tied behind her back. Mr. Lowther is not the only member of Parliament who has spoken out strongly against the present policy of one-sided Free Trade.

A NECESSARY WARNING

Under the beneficent operation of the National Policy our various manufacturing interests are spreading and prospering as they never did before in Canada. Old industries are expanding far beyond the cramped, cribbed, and confined limits of former times, while every week we hear of the starting of new ones, before unknown in this "wooden country."

slot which he poses, and talks as if it had been expected to conquer. The gist of his speech is the fact that certain cotton fabrics pay, not merely an ad valorem duty, but also so much per square yard. These specific duties are really the most valuable and important portions of the whole tariff...

AMERICAN IMPORTATIONS OF DRY GOODS MANUFACTURES

The last number of the American Protectionist contains an interesting statement showing the value of the leading articles of dry goods imported during the years 1880 and 1881, the object being to show that notwithstanding the rapid development of the industries of the United States under a protective tariff the foreign exporter has still in that country an extensive market for his productions:

Table with 3 columns: Item, 1881, 1880. Categories include Manufactures of Wool, Manufactures of Cotton, Manufactures of Silk, Manufactures of Flax, and Miscellaneous.

The above figures represent a falling off in the value of the importations of 1881 when compared with those of 1880 of about \$11,000,000. Commenting on this state of affairs the Protectionist considers it a subject for congratulation, as it shows the growing ability of the mills and manufactories of the United States to meet the demands of the country.

the home manufacturer to suffer as the result. Before that the money spent in developing the industries of the country—which means the sustenance of thousands of families and the general circulation of a large portion of the money earned—should go out of the country into the pocket of the foreigner to enrich him and to enable him to support those in his employment, and to add to the general wealth of the foreign community.

CANADA'S SUGAR IMPORTATIONS

From the Quarterly Report of the Chief of the Bureau of Statistics, United States Treasury Department, we gather some interesting facts connected with the exportation of refined sugar, made from imported sugar, to Canada during the years ending 30th June, 1870, 1880, and 1881 respectively.

Table with 3 columns: Quantity, Value, Drawback. Rows for 1870, 1880, 1881.

Real between the lines the great diminution in the quantity of sugar exported to Canada from the United States means this—that whereas under the policy of the late Government Canadian sugar refineries were closed and those who were employed in them were obliged to seek a living in a foreign country, under the National Policy, inaugurated by the present Government, a happy change has taken place.

THE PRICE OF COAL

The story has been told that once upon a time that British Solomon, King James the First, propounded a puzzle to the scientific heads of the Royal Society in something like the following terms: Suppose a tub of water on one side of a pair of scales, with a weight that exactly balances it on the other. If now a dead fish be thrown into the tub that scale immediately goes down, because of so much weight added. But if it be a live fish that is thrown in it will swim about, and, as the fish carries its own weight, it adds nothing to the weight of the tub, but the scales remain evenly balanced as before.

coal combination was not a new order, and when each company was fighting for its own hand, the hero of whom we have read in the combination has since been constructed, and that it is now working clockwork, so to speak, in a certain and we propose to go back to that period when it was in a state of anarchy of operation. We have a period of five years—1872 to 1876—inclusive—during which there was no duty on coal, and we have the retail prices for hard and soft coal respectively. The figures are taken from the Globe's commercial report from dealers' advertisements on page 1.

Table with 2 columns: Date, Price per ton. Rows for October 24th, 1872; October 23rd, 1873; October 22nd, 1874; October 30th, 1875; November 1st, 1876.

It will be in order now to consider the coal duties as they are under our National Policy to say what we think of these figures, in comparison with the present Toronto prices of \$2 and \$5.50 for hard and soft coal respectively. "Oh! coal is so dear as compared with the National Policy." But we reply, it is actually dearer before, on the average five years quite recently, when there was no duty at all, and how do we account for that? The answer is that the American companies would pay the duty in order to retain their trade, but we assert it never less than that Canadian wholesale buyers actually get the sixty cents on soft coal deducted from the amount of the invoice, and that the American companies do really pay the duty. This is a fact so well understood among the traders that it will not be disputed, but it is asserted, by those who ought to know, that practically Canadian buyers, east and west, get the duty allowed on hard coal too, in their dealings with the Pennsylvania companies. Be that as may, however, it is clearly shown during a recent five years' period, when there was no duty, coal was dearer than at present. And yet the cry keeps up—'Oh! it is because coal is so dear.'

SUPPRESSION OF THE LAND LEAGUE

A cable despatch announces that the Land League has been proclaimed a dangerous and criminal organization, and that all its members will be dispersed with force. Consequently, all its leaders are liable to be arrested at any time. This is a bold stroke on the part of the Government, and it is suggestive of the fight inaugurated by the arrest of Parnell to be carried on to the bitter end. The hands of the Government are strengthened by Archbishop Crook's denunciation of the League's latest manifesto, calling upon the people to pay no rent. His Grace, as those who have watched the progress of public events in Ireland know has been one of the strongest friends of the League, has had in Ireland, his outspoken statements on at least one occasion brought him into conflict with the Most Rev. McCann, Archbishop of Dublin, who since the commencement of the agitation has been the uncompromising opponent of the communistic doctrine taught by many of the League's more violent agitators. The action of the Government will be the subject of severe criticism in some quarters, but matters had reached a stage that it became necessary to assert the supremacy of constitutional authority, which was rapidly being ground in presence of the self-appointed power of a despotism which was rapidly gaining power in the disaffected portions of Ireland. It is to be hoped that although Mr. Parnell is a declared illegal, Irish tenant farmers will, regardless of intimidation, take the possible advantage of the provisions of the Land Act.

The use of the American word "caucus" is becoming common in London, and the London newspapers are puzzled over its derivation. It is said to come from "caulkers' meetings," held by Boston shipyard employees in revolutionary times. All conferences were soon called "caulkers," and the term became "caucus."

EDITORIAL COMMENTS.

Anticipated the United States... receipts for October will be...

According to a report laid before the... of Brewster, which recently met...

An able article reviewing Mr... Stone's remarks on the trade ques...

Decrease of the public debt of the... States, says the Western Manu...

As the New York Daily... A London Journal, the Pall Mall...

The Western Manufacturer summarizes... the results of a policy of Protection...

United States. Twenty years ago the... balance of trade against the country...

NATIONAL INDUSTRIES.

The INDUSTRIAL WORLD will be pleased to... receive items of news from its readers...

THE INDUSTRIES OF NAPANEE.

(Napanee Standard.) This week we continue our sketches...

The furniture manufacturing establish... ment of this firm is one of the most...

As the New York Daily... A London Journal, the Pall Mall...

The allied nature of the fancy furni... ture business of Mr. Fralick entitles...

workshop is 1,250 and is furnished... with 2,500 worth of machinery...

HAMILTON'S NEW FACTORIES.

List of those built this season. The building season of 1881 has been...

Canada Whip Company's factory. Mary street. Building erected and owned...

Meakins Bros' factory, King street east. J. M. Meakins & Sons, proprietors...

Stone's lantern factory, Mary street, near King. Built and owned by...

Young chandelier factory, on King William street, east of Mary street...

Ontario Cotton mill, Macnab and Simcoe streets, occupies the block...

Burrow, Stewart & Milne. A very large brick extension to their manila...

three stories high, with the other... cost about \$500,000.

BRIDGE TOWN CANNING FACTORY.

Sweet corn canning is now in full... blast at Nutt's Canning Factory...

THE METAL TRADE.

PHILADELPHIA.

(From our Correspondent.) The Iron Market—Fresh Commercial...

THE LONDON METAL MARKET.

The following were the closing prices... in the London metal market Sept. 30th...

capacity at home and abroad is equal... demand. It has not been the case...

Bar in the east is 27 at mill, west...

Structural shapes are in active... demand both east and west and the...

Pipe contracts, both for wrought and... cast, are in the market. Prices are...

The Cincinnati mill owners have... agents abroad seeking hands. A cable...

Advances in wages are being made... in many places. The manufacturers...

The orders for textile machinery... now on hand at the leading manufacturers...

The leading hardware houses report... a heavy accumulation of orders, and...

No less than twenty Southern cotton... mills are being provided for with...

The steel works report a steady... demand for all grades of steel...

Merchants and manufacturers com... plain of recent blockades. The rush...

Mr. Northcott, of England, has been... here several days and has been received...

Table with columns for metal types (e.g., Bars, Sheet, Pig iron) and prices in London. Includes sub-sections for 'CORRUGATED' and 'LEAD (per ton)'.

SPRIT OF THE COMMERCIAL AND INDUSTRIAL PRESS.

WHAT WE INHERIT FROM FREE TRADE AND WHAT FROM PROTECTION

Chicago Journal of Commerce
Protection died in 1818, bequeathing to British Free Trade a trade which gave an excess import of specie, a people among whom there existed great prosperity, a large public revenue, and a rapidly diminishing public debt.

British Free Trade died in 1812, bequeathing to Protection a trade which gave an excess export of specie, a people among whom there existed great prosperity, a declining public revenue, and a stationary public debt.

Protection died in 1812-15, bequeathing to British Free Trade a trade which gave an excess import of specie, a people more prosperous than any that had ever been known, a revenue so great that it had been rendered necessary to enact duties from duty tea, coffee, and many other articles which we did not produce, and a treasury free from all charge on account of public debt, the debts of two wars having been fully paid off.

British Free Trade died in 1812, bequeathing to Protection a trade which gave an excess export of specie, a people ruined, and their governments, both national and state, in a condition of repudiation; a public treasury bankrupt, and begging every where, at home and abroad, without avail, for loans at the highest rate of interest, a revenue collected and disbursed in irredeemable paper money, and a very large foreign debt.

Protection died in 1815, bequeathing to British Free Trade a trade which gave an excess import of specie, a highly prosperous people, a sound and plentiful currency; state and national governments restored to credit; a rapidly growing commerce; a large public revenue, and a declining public debt.

British Free Trade died in 1861, bequeathing to Protection a trade which gave an excess export of specie, a disorganized and languishing industry; a necessity for resorting to loans at a high rate of interest; a large public debt; an inadequate revenue, and the greatest rebellion in history.

It is now demanded that Protection shall once more be brought to its death-bed, bequeathing to British Free Trade a trade which gives an excess import of specie; a country united and prosperous; an industry developed, diversified, active and progressive beyond precedent, a public revenue of immense proportions, and a national debt in course of extinguishment at a rate so rapid as to amaze the whole world.

If all this should be left as a legacy to British Free Trade, it would be dispersed, wasted, squandered, in the same manner as on all former occasions. British Free Trade profligacy would bring us down again into poverty, distress, suffering and disgrace. Such being always the case, it might be supposed that the men who occupy our editorial chairs, who teach in our colleges, who preach in our pulpits, who fill our legislative halls, would by this time have arrived, without exception, at the conclusion that a system which invariably leads to such deplorable results could not by any possibility be beneficial to our farmers and planters, to our manufacturers and labourers, or to any other class of our producers; nevertheless, many of those men insist, in the face of history and of recent experience, that the system which precipitates all the evils enumerated is essential to the welfare of this country.

over our exports of the precious metals. We are in the third year of that change, and we daily make progress in thrift, while England, which is feeling the effects of a steady drain of coin and bullion, is threatened, as we are informed by a recent cable dispatch, with a closely approaching financial crash. England's doctrine of the needlessness of trying to hold on to specie is coming home with a curse. The drain from which she suffers is a consequence of her Free Trade system, and, if we should surrender our protective tariff to adopt that system, we would bring upon ourselves the same result. Thus far Protection has been the genius of mighty achievements—the goddess of our industrial independence. She has performed all her promises. She carried this country triumphantly through the war of 1812 and delivered it over in a state of the highest prosperity. She found the country poor in 1812, and delivered it over ten years later more prosperous than it had ever been before. She found it bankrupt in 1812, and restored it to prosperity in 1816. She found the country disorganized, impoverished, and in the first throes of a revolution. In 1801, and presents it in 1881 a spectacle of amazing thrift, productive power and enduring strength. British Free Trade has been, on the contrary, the genius of disaster—the goddess of our industrial ransalage. She has never redeemed over one of her many promises. In 1812 she promised our farmers the great market of the world in return for destroying the manufacturers, but flour fell to half the price it had commanded during the war, and wheat in Ohio fell to twenty cents a bushel. In 1831 she promised them high prices for their products, yet food sold in 1842 at lower prices than had, we believe, ever been known. In 1846 she promised the people they should supply all Europe with food and that our exports of it would amount in a few years to hundreds of millions of dollars in annual value, but the exports of food declined after the temporary famine demand in Europe had been satisfied. Free Trade has dealt very largely in promises, all of which have been falsified. For she has invariably left behind her a people ruined, and a government dependent upon loans for support. Protection has made but few promises, but she has always performed far more than she promised; for she has always left a people prosperous, a treasury rich, and a government engaged in rapidly discharging, unless it had already wholly discharged, the national debt.

AMERICAN FREE TRADE FALLACIES

(New York Daily Indicator)

The advocates of Free Trade in this country, it appears to us, make some notable errors of fact as well as of argument in the presentation of their case. In the first place, they seem to entirely ignore the fact that the existing tariff was not framed with a view to a commercial policy, but was the result of a necessity, and originally framed and intended as a tariff for revenue. Protection being merely incidental to the main object in view—that of providing funds to meet the various necessities of the Government in a time of war. This being the case, the first question which logically presents itself when the abolition or even the modification of the tariff is suggested is: has the contingency which it was intended to meet ceased, so that the existence of the tariff is no longer a necessity? Unless this question can be answered in the affirmative clearly, the discussion of the question of the abolition of the tariff is not in order. With a debt of over 2,000,000,000 dollars still hanging over us, it can scarcely be argued that a reduction of the revenue would be a stroke of sound policy, unless it could be satisfactorily shown that, at the present time, the pressure of taxation was felt to be too burdensome for the people.

A constant and an habitual error in argument made by the Free Traders is in conceding that locusts of certain inconsistencies and unequalties, and even absurdities, in the tariff, and because it is absolutely impossible to frame a tariff which shall be exactly just and equitable in its effect upon every interest, therefore a tariff should not exist at all. Free Traders are never weary of pointing out these particular inconsistencies as an argument in favour of Free Trade and against Protection. This is not logical. The most that can be proved by this line of argument is that the tariff needs revision. As bearing upon the question of the relative merits, in the particular case of this country, of Protection and Free Trade, such a line of argument is altogether unworthy of consideration. It may prejudice the unthinking and puzzle the ignorant, but will have little effect upon any intelligent person. There is scarcely a law upon the Statute-book that does not interfere, in its operation, with some persons, but that is no argument against the existence or propriety of laws in general.

Another favourite method with the Free Traders is—telling forward the example of England, and adopting the arguments which the Free Traders of that country used with good effect forty years ago, forgetting that the conditions of the two cases are essentially different, and that consequently the same arguments cannot be relevant in both. If the war had not occurred it is not at all likely that any such tariff as that now in force would have been framed, and it is probable that our commercial

characteristics would have assumed an entirely different complexion to that existing at the present time. Whether, in the main, the country would have been richer or more populous under what would be considered a more liberal policy regarding foreign commerce, it is impossible to say with certainty, but the probabilities are greatly against such a supposition. The example of England does not prove anything, because our own progress under the opposing policy to that pursued there may be cited in rebuttal. That many branches of American industry have been created and fostered into strength and wealth giving capacity through the existence of our faulty tariff cannot be denied. Neither can it be denied that these industries, through the opportunities which they have afforded for profitable employment, have been the moving cause of a vast immigration of foreigners, which has, in turn, greatly accelerated the progress of the country in every attribute of material greatness and prosperity. It is useless, therefore, for Free Traders to contend that protection to one class of industries means the robbery of another in the face of such evident progress in all. Even were their arguments true to the full extent and meaning that they claim, the "robbery" has been justified by the general result.

OUR COTTON INDUSTRY

(Hamilton Spectator)

During the past four fiscal years this country has used cotton goods as follows, in yards—

Table with 3 columns: Year, Imported Manufactured, Total. Rows for 1878, 1879, 1880, 1881.

The large supply of 1879 was no doubt particularly used in 1880. It will be seen that in the year first named we imported about 65 per cent. of the cottons we used, and manufactured about 45 per cent. In 1881 we imported less than 18 per cent. Our imports fell off about three-fifths in three years, and our manufactures much more than doubled. Our imports of raw cotton were as follows, in pounds—

Table with 3 columns: Year, Imported, Total. Rows for 1878, 1879.

The cottons actually imported by us in 1881 cost on an average a fraction more than 13 cents a yard, duty and freight not included. If the whole 88,102,965 yards manufactured at home were worth as much on an average as those imported, they would have cost us in the foreign market about \$11,500,000. The raw cotton we imported cost about \$1,900,000, so that the saving to the country by making this cotton at home was between nine and ten millions of dollars. Out of that, machinery and buildings had to be kept up, wages paid and capital remunerated; but there was that amount of business in the country which would not have been here without the protection which enabled it to compete with foreign producers. An army of operatives received employment, and much the larger part of the vast sum earned was paid in wages which passed from the hands of the cotton operatives to butchers, bakers, farmers, real estate owners, helping all classes, vivifying trade, and keeping many people in Canada who otherwise would have sought employment in the United States. It has been said that the whole of this vast industry is due to protection. This statement is not disproved by the fact that we had a cotton industry (and it was a growing if not a flourishing industry) before March, 1879. We had protection before that date, and without that protection we would not have had the industry at all. The protection was not sufficient, however, and the benefit of the additional duties is seen in the fact that the product of our mills has considerably more than doubled in three years, while the prices of the goods made have been reduced—very materially reduced if the cost of the raw material at both dates be taken into account. Let us grant that under absolute Free Trade we could have cottons at a somewhat less price than we now pay. The Reform party is stopped from making that argument because all our efforts have failed to get a declaration from any authority in that party that it would under any circumstances adopt Free Trade. The most they will say is that they would somewhat reduce duties if they had the power, while Mr. Blake has explicitly declared that he would give manufacturers ample protection. But let us admit that under Free Trade our cottons would be a trifle cheaper than they now are. To secure that cheapness it would be necessary to destroy an industry which creates nearly ten million dollars a year of wealth in the country, throws thousands of operatives out of employment, and renders millions of capital valueless. Would it pay? We think not. The favourite theory of the free traders is that those operatives could go to work at some other occupation. Did any of these philosophers ever go through a cotton mill? Do they know that the vast majority of the working people there are women? Would they have these women work on a farm? Yet there would be nothing else left for them to do, for the policy which would close our cotton mills would destroy every other industry except those in articles too bulky to be cheaply imported, or which necessarily requires to be made at the place of use. For it is impossible to induce our people to work for the wages paid in European countries. If they were reduced to that or anything near it, they would go to the United

States, where they can get reasonable wages and we would get back to the status of a community of agriculturists. The question then presents itself in this light—Free Trade will not be a desirable nor possible. Sufficient Protection makes manufactured goods no dearer than partial Protection. But sufficient Protection develops our industries at an unexampled rate, while under partial Protection they languish.

ONE BENEFIT OF A SURPLUS

(Hamilton Spectator)

Comparatively small sums of our public debt will fall due within the next three years and somewhere about thirty-three millions in 1885. It will be easy to pay the small amounts—indeed the payment is substantially provided for now, and considerable sums are annually added to the sinking fund. But when the great summation falls due, it will of course be largely repaid by a new loan. It will become a very important question with us what the interest on that new loan shall be, as well as the interest on the subsidy for the Pacific railway. The money falling due in January 1885, bears interest at the rate of five per cent on the greater part and six per cent on a small portion, with one per cent commission added on the whole. This is much larger than the rate of our credit warrants in paying. The British three per cents are now at about 1 1/2 below par, and have repeatedly been above par during the past year. United States fours are about 119, showing that where credit is good money can be had at a rate of interest not much above three per cent. But credit is everything. If during the next three years we pay everything that falls due promptly—as we shall do, and always have done. If when the debt of 1885 falls due we pay off a generous slice of it and show to the world that we are paying our debts in good style; if our Finance Minister is able to meet Parliament year after year with a statement of a respectable surplus, our credit will stand as high as that of any nation in the world, and we shall be able to refund our debt at 3 1/2 per cent. In considering the question of the surplus it is well to bear that fact in mind. The surplus of 1881 is more than it is necessary or even prudent for us to have, and the surplus which the current fiscal year will produce will no doubt be still greater. We may make generous reductions of duties with perfect safety. Those on tea and coffee may be thrown off altogether. Even the three thousand odd derived from quinine may be sacrificed; and there will be plenty of money in the treasury to meet all our obligations, and to place our credit so high that when we enter the money markets of the world we can borrow on absolutely the most favourable terms. A moderate surplus will do no harm. It is not wrong from a suffering people at all. There is a surplus simply because our people are so prosperous that they can afford to buy more largely than ever before in the history of the country. As we showed yesterday, the surplus is a voluntary payment. The money is not squandered. It lies in bank at the order of the Government, ready to be paid out to the country's creditors, and its main effect will be to place our credit so high that for a great many years to come our interest account will be much lower than it could possibly be had we gone on under the insane system of annual deficits and frequent loans to meet current expenses. A surplus is a very productive article as well as a very handy article to have in the house.

Benjamin Snelling, of Owlsgrille K., has been murdered but uncertain in his use of the pistol. He missed a man whom he shot at, and killed a dog, in 1875. He missed a second man in 1879 and seriously wounded a boy. His next miss was a few days ago, when the bullet by chance took the life of a spectator.

In most States the Jews and Seventh Day Baptists are by law exempted from keeping Sunday, provided they keep Saturday instead. Pennsylvania is one of the exceptions, and in several counties of that State the Sunday law is very rigidly enforced against Seventh Day Baptists. A movement to change the statute is to be made.

At a cost of about a million and a half sterling the telegraph system of the German Empire has been supplied with a complete network of underground wires, which in peace and in war are alike practically safe from meteorological influences, and from the acts of the mischievous and the enemy. With that determination, which is characteristic of the German mind, when it has become convinced of the advantage of a change, the work has been steadily prosecuted since 1876, and the Empire is now traversed with a network of subterranean cables, which will probably in the long run be found more economical than our system of erecting the wires on poles exposed to the weather, and to the vagaries of the mischievous. The coming winter may possibly cause so many delays in the transmission of telegrams in this country that the post office authorities will be compelled to adopt the safer system of the Germans; but, judging from past experience, nothing will be done until some great breakdown galvanizes our officials into unworldly activity.

RAILWAY MATTERS.

There have been 1,000 shares of the Philadelphia & Reading Railroad Company distributed in transfer. It was rumored on Wednesday that persons friendly to the movement were handling money upon these disfranchising shares.

The traffic returns of the Great Western Railway of Canada for the week ending October 14th, 1881, are as follows:

Table with 2 columns: Category, Amount. Rows for Passengers, Freight and mail, Total, and Decrease.

The rumour prevailing in Philadelphia on Wednesday that the Philadelphia & Reading Railroad Company intended to pay off their liabilities was denied by Arthur K. Kuhn. The rumour was based upon a suggestion of the Judges of the United States Court that the Receiver should pay their present debts by contracting others.

The Railroad Gazette, in an account, records the construction of 1,135 miles of new railroads in the United States, making 5,349 miles this year against 4,135 miles reported at the corresponding time in 1880, 2,507 miles in 1879, 1,472 miles in 1878, 1,248 miles in 1877, 1,740 miles in 1876, 607 miles in 1875, 1,180 miles in 1874, 2,807 miles in 1873, and 5,147 miles in 1872. Railroad construction this year has already passed the great milestone of 1872.

The annual report of the Chicago, Milwaukee, and St. Paul Railway Company gives the following information: The road cost \$28,410 per mile, or \$5,383,572 for the 3,780 miles of which it consists. The total earnings last year were \$14,737,455. The operating expenses were \$9,920,027, and the excess income over expenses was \$3,527,428. Last year, which ended on June 30, 3,648,710 tons of freight, 2,675,634 passengers were carried. The company owned 470 locomotives, 187 passenger and 140 baggage, mail and express cars, 100 parlour and sleeping cars, 15,720 other cars, and 236 other cars.

The Chicago Times says that Vanderbilt has not only disposed of his interest in Union Pacific, but the Times has trustworthy information that he has sold his Chicago, Burlington & Quincy stock. His interest in this property was variously estimated in speculative circles at from \$3,500,000 to \$6,000,000. In conversation with a reporter of the Times several months ago he admitted that the interest exceeded \$4,000,000, though he laughingly declined to state the exact amount of his ownership in that road. It is asserted by persons who have some knowledge of Mr. Vanderbilt's schemes that he is transferring his interest in Union Pacific to the Atchison, Topeka & Santa Fe, and that the money derived from the sale of Chicago, Burlington & Quincy stock has been invested in the Lake Erie & Western.

General Passenger Agent Stephenson, of the Grand Trunk railway, gives notice that the Pullman car now running on Detroit and the Michigan Central from Chicago to Montreal will be withdrawn, and will in future be run via Port Huron and the Chicago and Grand Trunk. Baggage, mail and express cars on the business must in future be ticketed by the Chicago and Grand Trunk via Flint instead of via Lapeer, says the Chicago Tribune. The last thread which held together the Grand Trunk and the Vanderbilt roads has been sundered, and there will hereafter be no more inter-change of business or official connection of any kind between them. Vanderbilt seems to be determined to read the Grand Trunk entirely out of existence. He refuses to take any notice of the Grand Trunk whatever, and ignores it as if it had no existence at all. He even refuses to allow the Grand Trunk to sell tickets to points on the New York Central, even at the regular local rates, and has instructed the conductors of the New York Central to refuse all tickets issued by the Grand Trunk. Of course the latter retaliates by refusing to allow the Vanderbilt roads to sell tickets to points on its line in Canada. Passengers, therefore, who take the Grand Trunk to points on the New York Central can only purchase tickets as far as Buffalo, and there will be compelled to purchase a local ticket at the New York Central office and have their baggage re-checked. Passengers going to Montreal or other points on the Grand Trunk are similarly compelled to purchase a local ticket at Detroit and have their baggage re-checked. The Grand Trunk, it is understood, will soon make additional reductions to all points on the Vanderbilt lines it can reach. It is now negotiating with steel mills and double track on its line to Buffalo with all possible speed to establish a new through passenger route to the Erie to New York. As the Erie has branches to all principal local points on the New York Central, the Grand Trunk will be able as soon as the new line has been opened to reduce rates to all those points, and the prospects are that a uniform rate of \$5 will be made to all of them.

McMaster Hall, the new Baptist college in Toronto, was formerly dedicated Tuesday. Addresses were delivered by the founder, the Hon. William McMaster, Hon. Alexander Mackenzie, and the Rev. Dr. Cattle.

TORONTO PRICES CURRENT.

Table of current prices for various commodities including Groceries, Oils, Paints, Wool, Hides and Skins, Leather, Produce, Provisions, Boots and Shoes, Liquors, and Drugs.

Table of current prices for various commodities including Groceries, Oils, Paints, Wool, Hides and Skins, Leather, Produce, Provisions, Boots and Shoes, Liquors, and Drugs.

WEEKLY REVIEW.

Weekly Review text discussing market conditions, including sections on 'THE PROGRESS AND COMMERCE OF MONTREAL' and 'CANADIAN FINANCES'.

Text discussing market conditions, including sections on 'THE PROGRESS AND COMMERCE OF MONTREAL' and 'CANADIAN FINANCES'.

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Advertisement for THE WOOL HOUSE, WINANS & CO., 13 Church Street, Toronto, featuring wool products and machinery.

Advertisement for DUNDAS COTTON MILLS CO., DUNDAS, ONT., listing various cotton products.

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 Tinned Goods. Includes items like soda ash, window glass, and various hardware items.

Table of Montreal prices current, categorized by Weekly Review, Leather, Boots and Shoes, Raw Furs, and various other goods. Includes a weekly review section and prices for leather and furs.

Down from yesterday at \$14... The money market is steady and fairly active... The market is as dull as ever and signs of weakening are detected in some quarters.

The quarrel between Joseph and McKee Rankin is bringing out interesting statements about other parties... The Chicago market closed a shade firmer at \$11 1/2.

NAPANEE BLANKET MILLS. Special to the Trade. Constantly on hand. WHITE BLANKETS, SHANTY BLANKETS, HORSE BLANKETS, ETC. ETC., ETC. HAVING SPECIAL FACILITIES. For the manufacture of Every Description of Blankets. I am prepared to offer at VERY LOW FIGURE Arthur Toomey. NAPANEE.

We wish it to be distinctly understood that the MASON & RISCH exhibited at the late Toronto Exhibition, by the Oshawa Cabinet Co., as part of their Drawing Room Set, was not entered for competition, and was not examined by the Judges on Musical Instruments. We therefore trust that the public WILL NOT BE DECEIVED by the statement that "Awards were given to any Exhibitor over the Mason & Risch Piano," and will correctly estimate the value of any instrument whose seller seeks to gain patronage by the use of any such statement. MASON & RISCH 32 KING ST. WEST, TORONTO. R. H. Smith & Co. Sole Manufacturers in the Dominion of Canada of the 'SIMONDS' SAWS ST. CATHARINE, ONT. Sole Manufacturers of the Improved Champion Saw, the Improved Shamrock Saw, the Improved Cross-Cut Saw, and other kinds of Cross-Cut Saws. We also make all Saws from the cheapest to the very best. THE LARGEST SAW WORKS IN CANADA

LUMBER TRADE.

CANADIAN LUMBER INTEREST.

It is upwards of thirty years since the water in the Ottawa River was as low as it is at the present time. Along the banks of the river and its tributaries large quantities of saw logs are piled up which may only be estimated by hundreds of thousands. The little village of mills at the head of the river is almost entirely deserted. The mills have shut down and disappointed mill owners are forced to seek remunerative contracts elsewhere for the supply of logs. All the present lumbering establishments have been obliged to suspend work, their saws having been cleared of logs, and no idea of getting any further supply from the river this season has been abandoned. It was estimated, during the early part of the present month, that this season's cut for the Ottawa Valley District would reach 367,000,000 feet. The present state of the water will make a material change in this calculation, which will probably fall short at least thirty per cent. of the actual quantity of lumber sawn.

The want of water is not the only obstacle which the Ottawa lumbermen have been obliged to encounter of late. The destructive forest fires which have been raging over their extensive timber lands during the past few weeks have led to the loss of some of the most valuable timber property in the Dominion. The question of the timber supply of the Dominion has frequently received the attention of Parliament, and notwithstanding the precautions which have been taken to enforce the laws for the prevention of forest fires it has been found impossible to lessen the quantity of valuable property which is yearly destroyed in this way. The lowest estimate of the average annual loss through forest fires in the Ottawa Valley alone is suggested by an expert, who was examined before a committee of the House of Commons, that the appointment of a staff of inspectors of forests would largely reduce the annual loss from this cause. That the country should derive the fullest benefit from the services of such a corps, he said, it would be necessary that these inspectors should be practical foresters, men of education and ample experience in the best training schools in Europe. It would be comparatively easy to secure the services of such a class, who, when once established in the country, could train their assistants. When it is considered that it takes a pine tree 150 years to attain maturity the magnitude of the yearly national loss from this cause is more apparent.

VALUE OF TIMBER LANDS.

An idea may be formed of the value of the timber lands from which the Ottawa district is supplied from the following account of sales which were effected in this city by public auction and properties offered for sale on the 21st inst.: The Campbell's limit of thirty-nine square miles, a tract on the Trout Lake branch of the Petawawa River, was first offered in 1861, was started at \$15,000 and was knocked down at \$29,500. A limit of 80 square miles on the Desnoines and Osoonge rivers, owned by Sir Francis Hincks, was next offered. This limit was withdrawn, the highest offer being \$110 per square mile. The Fraser and McDougall limits were then offered, berths 164 and 169 being knocked down at \$90,000, berths 165 and 168, 100 square miles, and berth 166, 50 square miles, for \$29,000 and \$36,000 respectively; berth 167, 50 square miles, for \$18,000. An offer of \$495 per square mile was refused for the Branzen limit, 50 square miles, on the Kippawa River. Lake Nipissing limits, berths 23, 43 and 51, 198 square miles, were offered but withdrawn, the highest bid being \$75,000 for the lot, or \$50,000 for berth 23.

THE FORWARDING TRADE.

While the mill owners will be serious losers as the result of this season's operations their misfortunes will be shared by the forwarders who carry their lumber to market. Although the volume of this season's business had, up to within a few weeks since, been fully up to the average the forwarding trade on the whole has not proved remunerative. Encouraged by the high freights ruling last year from the Ottawa mills to American ports, United States barmen added nearly one hundred new boats to their fleet for this trade. A number of bargemen employed on the Erie Canal withdrew their boats from that route, expecting to find more profitable employment in the Ottawa lumber trade. Their expectations can hardly have been realized. Freights opened in the spring at \$3.75 per thousand from Ottawa to New York and \$3 to Albany. Two weeks later they dropped twenty-five cents, and a further decline of twenty-five cents took place. The low rates of coal freights to Montreal and other ports have also proved a serious loss to the boatmen who last year found profitable employment in taking a cargo of coal on their return trip. There is still another and equally serious drawback against which they have been obliged to contend. The low state of the water in the river and canals will not admit of boats being loaded to anything over three feet draft. The small craft have been compelled to lay up for the season, and the larger boats, on account of the small loads they are able to carry, are only barely clearing running expenses. Local forwarders are looking for an advance in freights, yet there does

not seem to be any reason to suppose why they should not be so. The large scale of the business is such that it is not possible to estimate the value of the lumber trade in any one place or at any one time. The lumber trade in this country has been more active than elsewhere, and the mills are running about as they have in the spring—\$2 per thousand a day and \$1.50 for seven months. The mills at Montreal have been running for two thousand to three thousand feet per thousand. The mills at Montreal have been running for two thousand to three thousand feet per thousand.

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To the great loss annually sustained from waste of valuable material in the manufacture of square and waxy pine the commissioner has given special attention. The suggestions he offers for its remedy are well worthy of consideration. He estimates that one-fourth of every tree cut into square or waxy timber is lost to the wealth of the country. When the tree is cut down it is first of all squared, and the round timber of the flax is beaten off on the four sides. From the portion of the tree thus thrown to waste the best class of clear lumber is obtained when taken in the round to a saw mill. There is also the upper portion of the tree, which is cast away when the tree is made into square timber, but which would be sawn into lumber of lower grade if the round log were taken to the mill. The estimated loss to the Province of Ontario from waste in cutting square pine, from 1864 to 1877, both years inclusive, was placed at \$3,577,500. The calculation is as follows: Total quantity taken from public and private lands during the ten years, 119,250,421 cubic feet; waste, one-fourth of each tree equal to one-third of the total mentioned—namely, 39,750,140 cubic feet, or in round numbers 477,000,000 feet board measure, which may be valued one-half at \$10 per thousand feet and one-half at \$5 per thousand, representing relatively the prime timber portion of and the inferior timber from the upper part of the tree, average value say \$7.50 per thousand, which gives the total loss for ten years as mentioned above, or equal to an annual loss of \$357,750.

PUBLIC ACCOUNTS OF CANADA.

A correspondent writes: "The summary of the public accounts of the Dominion of Canada for the year ending June 30th, 1881, has just been made public. The total revenue was \$79,712,063, made up as follows:—Customs, \$18,406,058; Excise, \$5,344,361; other sources, \$5,961,614. The expenditure during the same period was \$45,579,168, leaving a surplus of \$4,132,895. There can be no doubt that Canada is passing through a period of prosperity at the present time, immigrants are entering the country in considerable numbers, and many new manufacturing are being started. The demand for labour of all kinds, in all parts of the country, during the present year, has been far in excess of the supply, and with the activity that is being displayed in the opening of the Prairie Provinces, and in the construction of railroads, it is more than likely that increased activity will be apparent next year."—Times, October 10th, 1881.

The original manuscript of Mozart's "Requiem" has, it is stated, been found in Berlin.

The two Siamese Princes, before leaving Paris, bought 350 pianos for their brother's harem.

The Shah of Persia has sent to the Emperor Francis Joseph the Order of the Sun, set in diamonds, as a gift to the Princess Stephanie.

The Government of India has under consideration a proposal to establish a consular agency on the Red Sea coast, for the protection of natives proceeding on pilgrimages to Mecca.

The following is a report of the tons of coal mined and forwarded by the Delaware & Hudson Canal Company for the week ending Saturday, October 15, 1881—

Table with 3 columns: Week, Tons, Season. Total, North and South, 1881, 70,207, 2,742,878. Corresponding time, 1880, 78,211, 2,722,377. Total increase, 1881, 7,994, 20,501. Total decrease, 1881, 7,004, 20,501.

The shipments from the mines of the Cumberland coal region for the week ended Saturday, October 13, were 65,188 tons and for the year to that date 1,054,879 tons, a decrease of 31,169 tons as compared with the corresponding period of 1880. The coal was carried to tide-water as follows: Baltimore & Ohio Railroad—week 34,205 tons, year, 1,001,305 tons increase over 1880, 42,520 tons. Chesapeake & Ohio Canal—week, 15,415 tons; year, 300,878 tons, decrease as compared with 1880, 136,203 tons.

POSTAL TIME-TABLES.

POST OFFICE, MONTREAL.

MONTREAL, A. S. 1881. MAILS. ARRIVAL AND DEPARTURE OF MAILS.

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POSTAL TIME TABLE.

POST OFFICE, OTTAWA.

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RAILWAY TIME-TABLES.

ST. LAWRENCE & OTTAWA RAILWAY.

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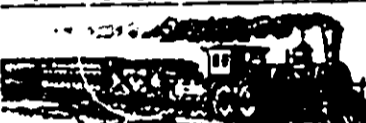
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RAILWAY TIME-TABLE.



Canadian Pacific Railway.

EASTERN DIVISION.

Three Express Trains Daily. The Popular Route for Central Canada. Pullman Cars on Night Trains.

ON and after MONDAY, SEPT 20, 1881, trains will run as follows—

WESTERN EXPRESS TRAIN, making close connection with Grand Trunk Railway for Toronto and all points West, arriving in Toronto at 11:15 p.m.

Pembroke Express Train, connecting at Carleton Place with trains for Pembroke, Smith's Falls and Brockville.

Toronto Express, with Through Sleeping Car, connecting at Brockville with Grand Trunk night Express Train East and West, arriving in Toronto at 11:30 a.m.

Toronto Express, leaving Toronto at 7:15 p.m., with Through Sleeping Car, daily (except Sunday) Express Train from Brockville, Perth, Pembroke, and all intermediate stations.

Express Train from the West, leaving Toronto at 7:30 a.m. Trains run on Montreal time.

Through Pullman Sleeping Cars for Toronto will be attached to train leaving Ottawa at 10:15 p.m. on Tuesdays, Thursdays and Saturdays until further notice.

Berths and Tickets can be obtained at the Grand Trunk Railway Co's City Office.

Second Class tickets will only be sold for points west of Pembroke by train leaving Ottawa at 10:15 p.m.

Sure connections at Brockville Junction with Grand Trunk trains to and from both East and West, and by ferry with Utica and Rich River R.R. to and from New York, Utica, etc.

Baggage checked through.

ARLHER BAKER, General Superintendent, Brockville, Ont., Sept. 23rd, 1881.

\$100,000, and this difference is made up in the fees of the master, court charges, etc.

Chicago coal shipments eastward, by rail, for the week ending October 8 were 60,578 tons, against 52,059 the week before and 38,613 tons in the corresponding week of last year—the increasing week of last year being 50 per cent.

In the week ending October 8 this year 9 per cent of the shipments were by the Chicago & Grand Trunk, 28 1/2 by the Michigan Central, 27 1/2 by the Lake Shore, 13 1/2 by the Fort Wayne, 13 by the Pittsburg, Cincinnati & St. Louis, and 40 per cent by the Baltimore & Ohio.

These differ considerably from the percentages copied last week from the Board of Trade statements, giving more to the Michigan Central and the Fort Wayne, and less to the other roads.

The two Vanderbilt roads had 54 1/2 per cent of the total, against 49 awarded in the pool, and the two Pennsylvania roads had 31 1/2 per cent, against 33 in the pool.

INTERCOLONIAL RAILWAY.

SUMMER ARRANGEMENTS, commencing 6th June, 1881.

Through Express Passenger Trains run daily (Sundays excepted) as follows:—

Leave Point L'Évêque 7:30 a.m. Arrive Rivière du Loup 11:55 a.m. Trois Rivières 2:05 p.m. Rimouski 2:30 p.m. Cap-Saint-Jacques 3:30 p.m. Halifax 4:30 p.m. Newcastleton 11:30 p.m. Moncton 2:05 a.m. St. John 6:00 a.m. Halifax 10:00 p.m.

These trains connect at Chaudière Curve with Grand Trunk train leaving Montreal at 10 p.m., and at Campbellton with Steamer City of St. John, sailing Wednesday and Saturday mornings for Gaspe, Percé, Cap-Saint-Jacques.

The trains to Halifax and St. John run through to their destination on Sunday.

The Pullman car leaving Montreal on Monday, Wednesday and Friday, runs through to Halifax, and that leaving on Tuesday, Thursday and Saturday, to St. John.

The name of St. Ours station is changed to Little Falls, and that of Melville station to St. Ours.

Summer Excursion Tickets are now issued via Hall and Steamer to the unrivalled sea bathing, boating and fishing resorts on the Lower St. Lawrence, Metapedia, Restigouche, Bay Chaleur, Gaspe, Prince Edward Island and all points in the Maritime Provinces.

For full information, tickets, rates of freight, etc., apply to CAPT. MACQUAIG, Sparks St., Ottawa.

D. POTTINGER, Chief Superintendent, Moncton, N.B., 31st May, 1881.

Q. M. O. & O. RAILWAY.

CHANCE OF TIME.

COMMENCING ON MONDAY, JULY 25th, 1881, trains will run as follows:—

Leave Hochelaga for Ottawa 3:30 p.m. Arrive at Ottawa 6:45 a.m. Leave Ottawa for Hochelaga 8:10 a.m. Arrive at Hochelaga 12:40 p.m. Leave Hochelaga for Quebec 3:00 p.m. Arrive at Quebec 9:25 p.m. Leave Quebec for Hochelaga 10:10 a.m. Arrive at Hochelaga 4:40 p.m.

Arrive at St. Jerome 5:30 p.m. Arrive at St. Jerome 7:15 p.m. Leave St. Jerome for Hochelaga 6:45 a.m. Arrive at Hochelaga 9:00 a.m.

Leave Hochelaga for Joliette 5:00 p.m. Arrive at Joliette 7:25 p.m. Leave Joliette for Hochelaga 6:30 a.m. Arrive at Hochelaga 8:40 a.m.

[Local trains between Hull and Aylmer.] Trains leave Mile End Station seven minutes later.

Summertime Palace cars on all passenger trains and elegant sleeping cars on night trains.

Trains to and from Ottawa connect with trains to and from Quebec.

Roadway trains leave Montreal and Quebec at 4 p.m.

All trains run by Montreal time.

General Office, 13 Place d'Armes Square, Ticket Office, 15 Place d'Armes and 292 St. James St., Montreal, and opposite the Russell House, Ottawa. L. A. SENECAT, General Superintendent.

HAMILTON COTTON COMPANY,
HAMILTON, ONT.
MANUFACTURERS OF
HOSIERY, YARNS
AND
KNITTING YARNS, BEAVER WARPS, &c.
LATEST IMPROVEMENTS.
DENIMS AND TUCKINGS.

DOMINION CARD CLOTHING WORKS.
York Street, Toronto.
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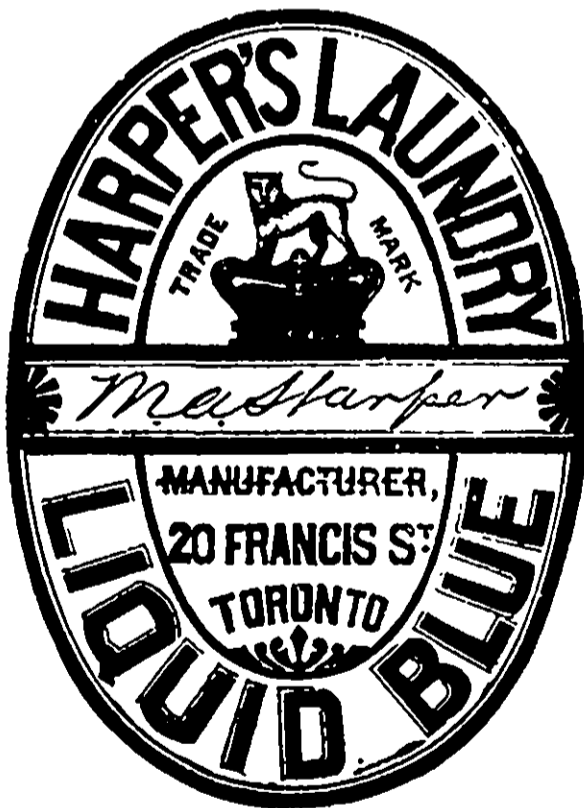
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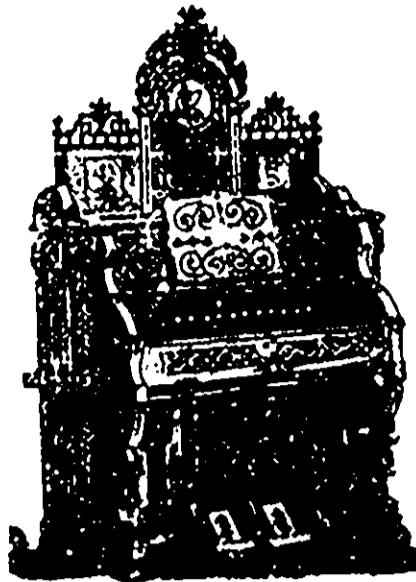
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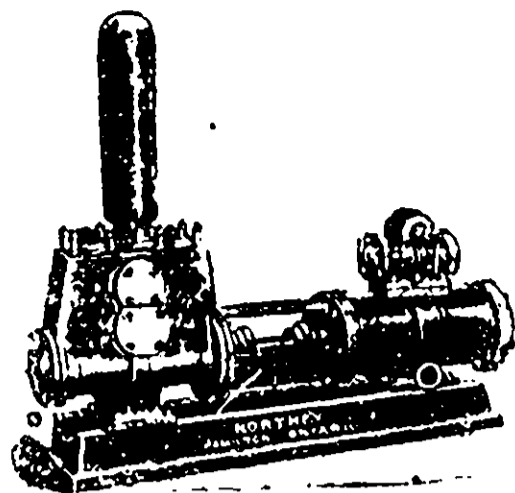
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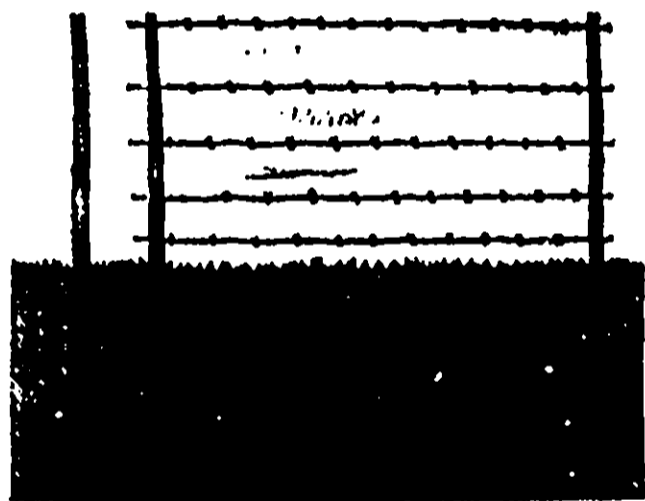
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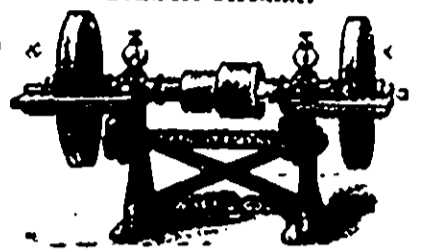
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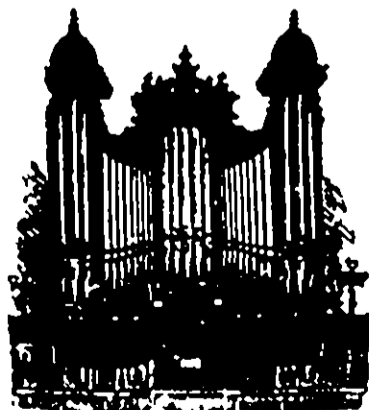
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