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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

V.

MONTREAL, FRIDAY, DECEMBER 3, 1893.

No. 48.

**W. LOGAN & CO.,**  
ANGLO-AMERICAN MANUFACTURERS  
PAPER MANUFACTURERS  
AND  
WHOLESALE STATIONERS,  
876 St. Paul Street. 1-1y

**H. W. IRELAND & CO.,**  
409 St. Paul Street.  
GENERAL METAL BROKER.  
1-1y Agent for Iron and Nail Manufacturers.

**CHAPMAN, FRASER & TYLER,**  
Successors to Mailland, Tyler & Co.,  
WHOLESALE WINE, GENERAL  
and COMMISSION MERCHANTS.  
8-1y 10 Hospital St.

**GEORGE CHILDS & CO.,**  
(IMPORTERS),  
WHOLESALE GROCERS,  
Nos. 20 & 23 St. Francois Xavier St.,  
46-1y MONTREAL.

**TEAS AND GENERAL GROCERIES.**  
Fresh Goods regularly received. Stock and assortment large and attractive.  
**J. A. MATHEWSON,**  
202 McGill St., Stores in rear 41 to 47 Longueuil Lane.  
Montreal, May, 1893. 1-1y

**DAVID ROBERTSON,**  
IMPORTER of TEAS, 36 St. Peter Street, Montreal. 1-1y

**GREENE & SONS—HAT MANUFACTURERS.**  
See next Page. 1-1y

**CRATHERN & CAVERHILL,**  
61 St. Peter Street,  
IMPORTERS OF HARDWARE,  
IRON, STEEL, TIN PLATES, &c., WINDOW  
GLASS, PAINTS and OILS.  
AGENTS:—Victoria Rope Walk.  
Vielleville Montagne Zinc Company, 1-1y

**S. H. MAY & CO.,**  
IMPORTERS OF STAR & DIAMOND  
STAR WINDOW GLASS, Paints, Oil, Varnish,  
Brushes, Spirits Turpentine, Benzole, Gold Leaf, &c.,  
1-1y 474 St. Paul St., Montreal.

**THOS. D. HOOD,**  
FIRST PRIZE  
PIANOFORTE MANUFACTURER,  
MONTREAL.

Show Room:—79 Great St. James Street.  
Factory:—82 Champ-de-Mars Street.  
Constantly on hand, a superior assortment of Pianos,  
Square and Cottage.  
Second-hand Pianos taken in exchange. Repairing  
and Tuning promptly attended to. 42

**JAMES MITCHELL,**  
OFFERS FOR SALE:  
SUGARS—Prime Barbadoes, Trinidad, Demerara,  
Porto Rico, Cuba and Jamaica, in Hhds, Ties,  
and Brls.  
MOLASSES—Choice Retailing, in Ties,  
&c., in Bags and Brls.

COFFEE }  
PIMENTO }  
CODFISH—Green, in Brls.  
HERRINGS—Cans in Hhds-Brls.  
ARROWROOT—Barbadoes, in Ties  
No. 7 St. Helen Street.  
Montreal, 16th Sept., 1893. 1-1y

**A. GIBERTON,**  
No. 7 Custom House Square,  
MONTREAL,  
IMPORTER OF GILLING, WRAPPING & SHOP  
TWINES, Patent Seamless Hemp Hose, Saddlers'  
and Harness-makers' Tools, British and French  
Plate Glass, &c., &c. 27

**JOHN WATSON & CO.,**  
Importers of  
GLASS, CHINA AND EARTHENWARE  
WHOLESALE,  
5 and 7 Lemoine Street,  
MONTREAL. 21 y

**ROBERT MITCHELL,**  
COMMISSION MERCHANT AND  
BROKER, 24 St. Sacrament St., Montreal.  
Drafts authorized and advances made on shipments  
of Flour, Grain, Pork, Butter, and General Produce,  
on my address here.  
Advances made on shipments to Europe.  
The sale and purchase of Stocks and Exchange will  
receive prompt attention. 1-1y

**JAMES ROY & CO.,**  
IMPORTERS OF DRY GOODS, in-  
cluding TABLE LINEN, SHEETING &c.  
have removed to the Corner of McGill and St. Joseph  
Streets, Montreal. 1-1y

**KINGAN & KINLOCH,**  
IMPORTERS AND GENERAL  
WHOLESALE GROCERS, and Commission Mer-  
chants, corner St. Sacrament and St. Peter streets,  
Montreal.  
WM. KINLOCH. W. B. LINDSAY. D. L. LOCKERTY.  
8-1y

**JOHN McARTHUR & SON,**  
OIL, LEAD & COLOR MERCHANTS,  
Importers of  
WINDOW GLASS, &c.,  
No. 13 Lemoine Street, facing St. Helen Street,  
MONTREAL. 1-1y

**DAWES BROS. & CO.,**  
COMMISSION MERCHANTS  
MONTREAL.  
Consignments of Flour, Grail, Leather, Ashes  
Butter, &c., receive personal attention. 8

**GREENE & SONS—WHOLESALE  
FUR DEALERS.** See next Page. 1-1y

**HALL, KAY & CO.,**  
METAL MERCHANTS  
MONTREAL.  
Sole Agents in the Dominion of  
following Manufacturers  
Allaway & Sons, Tin and Can-  
-dney, Parkend & T. B.  
Co., Lyon Galvani

W. at... Miller Tables, Cl... Ti... orks  
Morewood...  
A. & J. Stewart, L...  
Glasgow.  
W. N. Balne, Engineers' L...  
Brass Foundry, Glasgow.  
B. H. Dobbie & Co., Tinned Hol...  
Foundry, Glasgow.  
Geo. Fairbairn & Co., the F Horse Nails, Cam...  
Park, Falkirk.

ALWAYS ON HAND  
A large and well-assorted stock of Stamped and  
Japanned Tinware and General Furnishings, for  
Smiths, Plumbers, and Brass Founders 1-1y

**I. L. BANGS & CO.,**  
MANUFACTURERS OF FELT  
COMPOSITION and GRAVEL ROOFING,  
and all kinds of Roofing Materials, Office: 783 Craig  
Street, (West) Montreal. 85-1y

**JOHN E. B. MOLSON & BROS.,**  
BREWERS and SUGAR REFINERS,  
OFFER FOR SALE:  
REFINED SUGARS  
SYRUPS—Standard, Golden and Ambr  
INDIA PALE ALE }  
MILK ALE } in Wood & Bottle  
PORTER }  
OFFICE:  
117 St. Francois Xavier Street, (Opposite the Post  
Office), MONTREAL. 18-1y

**B. HUTCHINS & CO.,**  
IMPORTERS OF TEAS & GENERAL  
GROCERIES No 188 McGill Street, Montreal.  
B. HUTCHINS. 6-1y EWD LUSKER.

**GREENE & SONS—BUFFALO  
ROBES.** See next Page 1-1y

**DAVID TORRANCE & CO.**  
EAST AND WEST INDIA  
MERCHANTS,  
EXCHANGE COURT,  
MONTREAL. 1-1y

**THOMPSON, MURRAY & CO.**  
GENERAL  
COMMISSION MERCHANTS AND IMPORTERS  
42 St. Sacrament Street,  
MONTREAL.  
Sole Agents in Canada for  
J. Denis, Henry Monno & Co., Brand  
F. Mestreau & Co.

**W. & F.J.P. CURRIE & CO.,**  
 100 GREY NUN STREET, MONTREAL,  
 Importers of  
**PIG AND BAR IRON,**  
 BOILER TUBES, BOLLER PLATES, GAS TUBES, HORSE NAILS, PAINTS & PUTTY, FLUE COVERS, FIRE CLAY, FIRE BRICKS.  
 DRAIN PIPES, ROMAN CEMENT, QUEBEC CEMENT, PORTLAND CEMENT, PAVING TILES, GARDEN VASES, CHIMNEY TOPS, &c., &c., &c.  
 Manufacturers of Crown Sofa, Chair, and Bed SPRINGS. 12-17

**THE STANDARD LIFE ASSURANCE COMPANY**  
 Established 1825.  
 WITH WHICH IS NOW UNITED  
**THE COLONIAL LIFE ASSURANCE COMPANY.**

Accumulated & Invested Fund - - \$18,909,350  
 Annual Income - - - - - 3,376,953  
 This Company continues to do Business under the Insurance Act lately passed by the Dominion Parliament.

**W. M. RAMSAY,**  
 Manager  
 Inspector of Agencies.  
 ASSURANCES effected on the different systems suggested and approved by a lengthened experience, so as to suit the means of every person desirous of taking out a Policy. Every information on the subject of Life Assurance will be given at the Company's Office, No. 47 Great Street, Montreal; or at any of the Agencies throughout Canada. 12-17

**LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.**  
 Chief Office. Company's Building, Leadenhall Street, LONDON.  
 Directors, Canada Branch, Montreal.  
**WM. WORKMAN, Esq.,** President City Bank.  
**ALEX. M. DELISLE, Esq.,** Collector of Customs.  
**JOHN REDPATH, Esq.,** Vice-President Bank of Montreal.  
**LOUIS BRADRY, Esq.,** Manager New City Gas Company.

Every description of Life Assurance business transacted at moderate rates. Claims promptly settled. Special attention is drawn to the 10 year non-forfeiting plan on the half loan system.  
 Office: 104 St. Francois Xavier Street.  
 1-17 **THOMAS SIMPSON, General Agent.**

**MARINE & FIRE INSURANCE.**  
**WESTERN ASSURANCE COMPANY OF CANADA.**  
 MONTREAL BRANCH:  
 102 . Francois Xavier Street, (Up-stairs.)

Risks taken against loss and damage by Fire, and Marine risks on Hulls and Cargoes at customary rates of premium. Losses promptly adjusted and paid.  
 1-17 **A. R. BETHUNE, Agent.**

**PHOENIX MUTUAL LIFE INSURANCE COMPANY, HARTFORD, CONN.**  
 ACCUMULATED FUND - - - OVER \$2,000,000.  
 ANNUAL INCOME - - - - - \$1,200,000.  
 ISSUES ORDINARY LIFE,  
 TEN YEAR NON-FORFEITING LIFE,  
 AND,  
 ENDOWMENT POLICIES,  
 At the rates annually charged by responsible Companies, and returns all profits to the insured, who are now receiving a return of 60 per cent, or half their premium.  
 Parties at a distance can insure from blanks, which will be furnished on application.  
 Usual restrictions as to residence and occupation abolished.  
**ANGUS R. BETHUNE,**  
 General Agent  
 104 St. Francois Xavier Street  
 Active and Influential Agents and Canvassers throughout the Dominion. 40

**F U R S .**  
 Fall Styles  
 1869.  
 Complete Stock now ready.  
 NOVELTIES IN  
 LADIES' FURS, SCOTCH CAPS,  
 GENTS' FURS, FELT HATS,  
 YOUTHS' FURS. CLOTH CAPS.  
**BUFFALO ROBES.**  
 BUCK GLOVES, KID MITTS, &c.  
 WOLF AND COON ROBES.  
**GREENE & SONS**  
 MONTREAL.  
 617, 619, 621 and 623 St. Paul Street' 1-17

**ST. PETER STREET**  
 WHOLESALE  
**HAT, CAP AND FUR**  
 ESTABLISHMENT.

**HAEUSGEN & GNAEDINGER,**  
**WOULD** call the attention of Country Merchants to their large stock of Hats, Caps and Ladies' and Gents' manufactured furs.  
 All of the latest Novelties; also, Buck and Kid Gloves, Mittens, Gauntlets, &c. &c.  
 Having made arrangements to meet the still increasing demands for our Ladies' and Gents' Furs, all of which are manufactured under the special supervision of the proprietors.  
 Our special attention given to all early orders.  
**H. & G.**

N.B.—Having assumed a large Bankrupt Stock of Ready Made Clothing, principally for Fall and Winter, Merchants would find it to their advantage to examine the above before purchasing elsewhere, as inducements will be given to secure sales.  
**H. & G.**  
**BUFFALO and WOLF ROBES** always on hand; also **RACON COATS.** 20-17

**S. GREENSHIELDS, SON & CO.,**  
 DRY GOODS, WHOLESALE.  
 CUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,  
 Montreal. 60-17

**SUTHERLAND, FORCE & CO.,**  
 Importers of  
**BRITISH & FOREIGN DRY GOODS**  
 480 St. Paul Street,  
 Montreal. 18-17

**STIRLING, McCALL & CO.,**  
 IMPORTERS OF  
**BRITISH AND FOREIGN**  
 DRY GOODS, WHOLESALE,  
 Corner of St. Paul and St. Sulpice streets,  
 7-17 **MONTREAL.**

**J. D. ANDERSON,**  
**MERCHANT TAILOR**  
 AND  
 GENTLEMEN'S HABERDASHER,  
**ALBION CLOTH HALL,**  
 No. 124 Great St. James Street,  
 MONTREAL. 12-17

**J. G. MACKENZIE & CO.,**  
 Importers of  
**BRITISH AND FOREIGN DRY GOODS,**  
 331 & 283 St. Paul Street,  
**MONTREAL.** 8-17

**ROBERTSON, STEPHEN & CO.,**  
 MONTREAL,  
 Are now receiving their  
**FALL IMPORTATIONS,**  
 which will be fully completed by the  
 30th INSTANT,

When they will be prepared to exhibit a large and varied selection of  
**STAPLE AND FANCY**  
**DRY GOODS.**  
 August 27th. 6-17

**PLIMSOLL, TARNOCK & CO.,**  
 Importers of  
**STRAW AND FANCY DRY GOODS,**  
 Joseph's Block,  
 18 St. HELEN STREET,  
**MONTREAL.** 9-17

**1869 FALL IMPORTATIONS 1869**  
**LEWIS, KAY & CO.,**

**WILL HAVE OPENED BY THE 4th SEPTEMBER**  
 their Entire Stock of  
**FANCY and STAPLE DRY GOODS**  
 Buyers will oblige by an early call.  
 1-17

**OGILVY & CO.,**  
 Importers of  
**STAPLE & FANCY DRY GOODS,**  
 495 St. Paul, Corner St. Peter Street,  
**MONTREAL.**

Sayer's Brandies; Bernard's Ginger Wine and Old Tom; Stewart's Scotch Whisky.  
 6-17

**THOMSON & CO.,**  
**CANADIAN WOOLLENS**  
 4 Lemoine Street,  
**MONTREAL.**  
 Advances made on Con 62-27

**PHENIX FIRE ASSURANCE COMPANY**  
OF LONDON.

(Established in 1782.)

Insurances effected at current rates.

JAMES DAVISON, Manager.

GILLESPIE, MOFFATT & CO., General Agents for the Dominion. 6-ly.

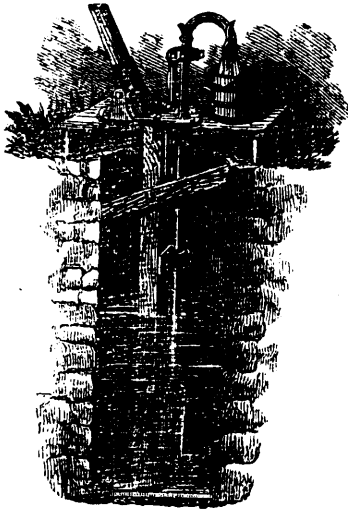
**JAMES ROBERTSON,**

126, 128, 130 and 132, Queen Street, Montreal,

METAL MERCHANT,

Manufacturer of Shot, Lead-pipe, Paints, and Putty &c.

**THE Submerged Double-Acting, Non-Freezing FORCE PUMP,** the simplest and most powerful in use. It is proved to be the cheapest, most effective, durable and reliable Pump, not only for Family use, but also for Florists, Factories, Breweries, Distilleries, Ships, &c. Beside the above-mentioned advantages over the usual style of Pumps, it is particularly recommended by Insurance Companies, on account of its effectiveness in extinguishing fire. The smallest Pump will throw 50 to 75 feet through a hose.



S. B. SCOTT & CO.,

SOLE AGENTS FOR THE DOMINION,

845 Notre Dame Street, MONTREAL.

AGENTS WANTED THROUGHOUT THE COUNTRY.

**REFRIGERATORS & ICE CHESTS**

MEILLEUR & CO., Manufacturers,

526 CRAIG STREET,

Also IMPROVED COOKING RANGES, Family and Hotel Sizes. 15-5

**W. CLENDINNEG,**

(Late Wm. Rodden & Co.)

FOUNDER, & MANUFACTURER OF STOVES, &c.

Works, 165 to 179 William Street,

City Sample and Sale Room, 118 and 120 Great St. James Street,

and 532 Craig Street,

MONTREAL, P.Q.

**MONTREAL BUSINESS COLLEGE,**

Corner of Notre Dame and Place d'Armes.

THE Course includes Book-keeping Penmanship, Arithmetic, Telegraphing, Phonography and French. The College is connected with the Bryant and Stratton International chain, and the scholarships issued by the Montreal branch are good either in Toronto, or any of the principal cities of both America.

Circulars sent on application.

J. TASKER, Principal.

22-5m

**THE CITIZENS' INSURANCE COMPANY**  
(OF CANADA)

AUTHORIZED CAPITAL .....\$2,000,000  
SUBSCRIBED CAPITAL .....\$1,000,000

DIRECTORS:

HUGH ALLAN, President.  
GEORGE STEPHEN. C. J. BRYDGES.  
ADOLPHE ROY. HENRY LYMAN.  
EDWIN ATWATER, N. B. CORSE.

Life and Guarantee Department:

Office - - - 71 Great St. James Street.

This Company—formed by the association of nearly 100 of the wealthiest citizens of Montreal—is now prepared to grant Policies of LIFE ASSURANCE and Bonds of FIDELITY GUARANTEE. Applications can be made to the Office in Montreal or through any of the Company's Agents. EDWARD RAWLINGS, Manager.

**NELSON, WOOD & CO.,**

**IMPORTERS & WHOLESALE**

DEALERS in European and American FANCY GOODS, Paper Hangings, Clocks, Looking Glasses, and Plates, Stationery, Combs, Brushes, Mats, Toys,

&c., &c., &c.

MANUFACTURERS OF

Brooms, Matches, Painted Pails, Tubs, Wash-Boards, and Dealers in

WOODEN-WARE of every description.

29 St. Peter Street, Montreal.

AND

74 York Street, Toronto. 86 3m

**THE TRADE REVIEW**

AND

Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, DECEMBER 3, 1899.

See Advertisement of Moccasins for sale.

Purchasing Department of the TRADE REVIEW.

See Advertisement.

**RAILWAY TRAFFIC.**

THE Returns for the month of October last, are less favourable than those for the corresponding month of 1898, at least so far as the two leading railways are concerned, the Great Western and Grand Trunk shewing decreased receipts to the amounts respectively of \$15,579, and \$33,559. On the other hand, the Northern has increased about \$11,000, and the Welland about \$5,000. The total decrease on all the Railways of which returns are given amounts to \$36,882.

**DOMINION NOTES IN CIRCULATION.**

STATEMENT of the Provincial Notes in circulation, Wednesday, the 8th day of Nov., 1899, and of the Specie held against them at Montreal, Toronto and Halifax, according to the Returns of the Commissioners under the Dominion Note Act, 31 Victoria, Cap. 48.

**NOTES IN CIRCULATION.**

Payable at Montreal.....	\$4,004,450
" Toronto.....	1,422,550
" Halifax.....	894,000
	\$6,321,000

**SPECIE HELD.**

At Montreal.....	\$750,000
At Toronto.....	600,000
At Halifax.....	78,800
	\$1,428,800

Debentures held by the Rec'r. Gen. under the Provincial Note Act..... \$8,000,000

\* Including \$316,000, marked St. John. † This return is dated on the preceding Tuesday. The Nova Scotia dollar not being equal in value to that of the other Provinces, the Notes issued at Halifax, are worth their face value in Nova Scotia only. They are stamped "Payable at Halifax," and are numbered in black ink. None but \$5 notes are yet in circulation.

JOHN LANGTON, Auditor.

Audit Office, Nov. 15, 1899.

**WHOLESALE FUR MERCHANTS.**

JAMES CORISTINE & CO.

Successors to

G. LOMER & CO.,

471, 473, 475, 477, St. Paul Street.

Specialities of our own Manufacture:

Ladies' and Gentlemen's Furs, Sleigh Robes, Lined Buffaloes, Buck, Kid, and Sheep Mitts and Gloves, Cloth Caps, etc.

BUFFALO ROBES.

MOCASSINS specially manufactured for the LUMBER TRADE.

We have introduced into Canada the most approved machinery for Dressing and Dyeing purposes, and now dress and dye on our own premises most of the leading goods heretofore imported from Europe, thereby effecting a large saving, and on that account can offer superior inducements to our customers.

TERMS LIBERAL.

**PROVINCIAL REFORMATORY.**

THIS public institution is situated at Penetanguishene, overlooking the Georgian Bay, and a return has recently been placed before the Ontario Legislature, showing the result of the last year's operations. The average number of boys confined therein during the year was 170, 47 having been admitted, and 54 sent away. The cost was about \$22,000. Most of the lads are from 12 to 17 years of age although there is one only 9 years of age! Over 90 of these youthful offenders had either lost their father or mother or both, by death, whilst 64 of them had intemperate parents. This is a very large proportion of the whole, and the facts go far to extenuate the conduct of the prisoners, whose crimes, in many cases, have arisen more from their unfortunate position than any inherent disposition to commit them. During the year, 168 punishments by reducing diet to bread and water, were meted out; and 28 punishments by use of birch were inflicted. All the larger lads are being taught trades, the receipts from the principal shops being as follow:—Shoe shop, \$621; cooper shop, \$695; carpenter shop, \$559; and the tailor shop, \$740. About \$120,000 have been spent on the new Reformatory buildings, which were designed for 360 prisoners, but it is calculated that it will take at least \$80,000 more to finish them. It would appear from the reports of the Protestant and Roman Catholic chaplains, that more school and chapel accommodation is urgently required. This is something which the Ontario Government should not overlook, for it is by giving these youthful offenders secular and religious instruction that we can alone hope for their reformation.

**THE RED RIVER TROUBLE.**

WE are inclined to regard the disturbance in the Red River Settlement as more formidable than was at first supposed. The position of the Dominion, and particularly that of Gov. McDougall, is exceedingly annoying. From the house he has rented in Pembina, the latter may take a Pisgah view of the "promised land," over which he was to rule, and yet he cannot enter it, for the half-breeds are completely masters of the settlement. The loyal settlers are evidently desirous of avoiding bloodshed, and thus there is really no power to control the ignorant men who have defied our authority. How they are to be overcome, unless they voluntarily agree to lay down their arms, we cannot see, at least until next summer, and even then any force to sustain law and order could only reach Red River by the exceedingly difficult portage routes. The only practicable course seems to be, in our opinion, to ask the leaders of the insurrection, promptly and candidly, what they want, and endeavour to find the way to a mutual agreement. It seems scarcely possible that they can wish to be allowed to remain under the arbitrary rule of the Hudson's Bay Company, and if they were properly approached by agents of Gov. McDougall, with a view to mutual conciliation, surely means could be found to satisfy them. One satisfactory feature of the disturbance, is the absence of any Annexation feeling. This leads us to believe that gross misconception exists among the half-breeds regarding the objects and aims of our Government, and that if the real facts could be made known to them, and a few concessions agreed to, the whole trouble would disappear. It is quite evident now, that it would have been well for our Government to have taken the people of the settle-

ment more into their confidence than has been done. Had this course been pursued, this insurrection would, in all probability, never have broken out, and our embryo Governor would have been spared the very awkward position in which he is placed. Should the half breeds, with their so-called Government, persist in maintaining their position, it would be well if the Imperial Government were permitted to deal with the difficulty. The territory is not yet ours, the proclamation annexing it to us has not yet been issued—in other words, the "goods" have never been delivered. We do not urge this, however, to impose a disagreeable duty on the Imperial Government, but simply because we believe that, if the insurrectionists are intractable, the latter could bring about an adjustment much more quickly and satisfactorily than we could. We would fain hope that this may not be necessary, that we shall soon hear that order has been restored, and that Gov. McDougall has been permitted to enter and establish his government. But if these hopes are disappointed, and all reasonable concessions are unavailing, then we believe it would be wiser to withdraw Mr. McDougall, and ask the Home Government to interpose its authority.

### RAILWAY PROGRESS.

A DAILY contemporary recently drew attention to the fact that while Toronto is energetically promoting several railway enterprises, having for object to bring trade to that city; while Hamilton and Kingston, to say nothing of Port Hope, Cobourg, Peterborough and Whitby, are all doing something to develop their back country by the extension of the rail, Montreal has but one scheme in hand, and is not apparently pushing that as energetically as the interests of the city require. Even Quebec, which has been so much sneered at for lack of enterprise, is actually engaged in the construction of a wooden railway. The time of talking and planning with them is over, and a good deal of work has been done and is doing on the Gosford railway. Little Sherbrooke seems to be doing quite as much as Montreal, while our neighbours in Vermont and Maine, are all alive with railway agitation. If the owners of real estate in Montreal are alive to their own interests, which are those of the city, they will sleep over the matter no longer. They must undertake the initiation and a considerable portion of the burthen of starting these enterprises, seeing that theirs will be the chief gain, if either added traffic is brought here or the cost of living, as in fuel, lessened so as to make the city more desirable as a place of residence. The shareholders should look for but small direct returns from railway investments. The property to be benefited should bear a considerable portion of the cost. When a certain proportion has been raised and spent by them, the bonds issued for the remainder become fair objects of investment to commercial or moneyed men. Previous experience has taught this; but it has also taught that there has been great waste and extravagance in construction—that with due economy even ordinary, unpriviledged stock may be made to pay something. There are immense deposits now lying comparatively idle in the banks, or engaged in fostering a trade which has already outgrown the wants of the community, and has, therefore, been for some time past in an unhealthy state. So much of this as belongs to real estate owners here, were much better applied to railway enterprise. This would re-act upon trade and give it health and strength again, while enhancing the value of property. They will find it a much better use for their money than dabbling in gold or fancy American stocks.

Negotiations are going on, we believe, between the Montreal Northern and the Canada Central Railway Companies, to make the former a section of the latter scheme. If proper terms can be obtained, the arrangement is desirable for both parties. If the delay in pushing on the Northern has arisen from the negotiations for a change from a short wooden colonization railway to a link in a great route across the country, it will prove to have been wisely and prudently incurred. We believe that some question has arisen about the gauge to be used. We are satisfied that that of the Grand Trunk and Great Western was a mistake, and that of the old Champlain railways a wiser and more economical one. In building our Pacific Railway around Lake Superior, it would be absurd to use the broader and more expensive gauge. The Canada Central should look to this in time. It will not pay to build it as a mere feeder to the Brockville and Ottawa, and accept, therefore, the gauge of

this branch as determining that of the great thoroughfare. It will be much better to change the gauge or lay down a third rail along that portion of the Brockville and Ottawa, which runs along the route of the Canada Central, and will form part of it. The importance to Montreal of access by a direct route to the settlements growing up in Northern Ontario can hardly be over estimated. The Canada Central will give this, and will prove a link of the Canadian Pacific as well, just as the Grand Trunk has given us ready access to Southern Ontario and the Western States. But it will bring to Montreal this Northern traffic, not filtered through two or three competing points on Lake Ontario, as is the case with our present great railway.

The Canada Central must apply to Parliament for a renewal of its charter. The fact that it connects two Provinces, takes it out of the power of Provincial legislation. But the lands are the property of local authorities. The question arises whether the domain of Ontario is so affected by the old charter, that its continuance would continue the grant also, seeing that the lands of Canada within Ontario, came to that Province subject to all these incumbrances. The question is a pretty one for legal gentlemen and lawyers to squabble over. We leave it in their hands. We believe they will be called on for a decision.

### COMMERCIAL RELATIONS WITH THE UNITED STATES.

MUCH comment has taken place in the United States upon a recent Washington despatch, in which it was stated that our Dominion Government threatened retaliatory measures, unless a new Reciprocity Treaty were speedily agreed to. This is a point of vital importance to the people of Canada. It appears that our Government has not done or said anything on the subject of Reciprocity since the discussion during last session of Parliament, let alone making threats of retaliating upon our neighbours for their injurious commercial policy. But we think it must be apparent to all sensible Canadians, that the present one-sided and unfair tariff regulations, which give the United States free access to our markets, but shuts us out from theirs, cannot be much longer allowed to continue. Retaliation is something quite foreign to the feelings both of our Parliament and people. No tariff, we feel quite certain, will ever be enacted in this Dominion from that motive. But, at the same time, our neighbours must expect us to shape our commercial policy so as best to promote our own interests, and the feeling is fast gaining ground among the masses of the people, that unless the commercial favours which the Americans now receive from us are reciprocated, they must soon come to an end.

Since the old Reciprocity Treaty lapsed, our commercial policy towards the United States has continued much the same as before. This policy has been pursued, because it was believed that as soon as our neighbours tided over their worst financial difficulties arising from the war, they would be prepared to agree to a treaty, and at the same time acknowledge the conciliatory policy we had pursued. But it is just a question if our conciliation has not been misunderstood and if in continuing to allow the Americans free access to our markets without securing any favour in return, we have not shut the door against bringing about more satisfactory trade relations. However this may be, there is a strong feeling arising throughout the Dominion against the present tariff arrangements. Many hold that gross injustice is being done to our own people, that we have now waited long enough for the United States to move, and that the time has come when we are not only justified, but are bound in the interests of our own country to strike out a new and bolder policy. This feeling is, we believe, not so strong among the politicians as among the people themselves, but we feel assured it will find marked expression during the approaching session at Ottawa.

Our Government never defended our tariff arrangements with the United States, except on the ground that the unfairness would only be temporary, as our neighbours would soon reciprocate. These hopes have been disappointed, and we therefore ask what sense is there in continuing the present lop-sided system any longer? What is "saucy for the goose, ought to be sauce for the gander?" At the Detroit Commercial Convention three years ago, ex-Vice President Hamlin, of Maine, said he did not believe in *Free Trade in slices*. Well, the people of Canada

are fast coming to the conclusion, that Free Trade on our side of the boundary and Protection on the American side, is very far from fair to us. When the Americans put heavy duties on our fish, what sense is there in allowing them to use our fisheries at a nominal fee? Why not abolish the licenses, and compel American fishermen to keep out of our waters? We import some seasons as much as \$12,000,000 worth of breadstuffs, wheat, corn, &c., from the United States—why allow this produce to come in entirely free whilst our breadstuffs crossing into the United States are met with 15 or 20 per cent? Why should Pennsylvania and Ohio coal be allowed to come into Canada without duty, whilst the door is barred across the lines against that of Nova Scotia? Salt is another case in point; our Goderich salt-makers are absolutely shut out of the United States, but their Onondaga competitors can send their salt into Canada free—as they are now doing—and try to swamp them before their enterprise has been fully established. We can assure our friends in the United States, that thousands of Canadians would like to see our tariff made item for item, as prohibitory as theirs, whilst nearly all are agreed that it must be speedily revised so as to do away with the glaring unfairness which now exists.

In demanding that this change in our tariff shall take place, there is no feeling of hostility on the part of our people to the United States, or any desire for anything like a retaliatory policy. It arises simply from the public sense of justice and fair play. The present arrangement works badly for Canada, and although we were willing to bear it temporarily in hopes of another treaty, yet in view of the present American position on that question, we would not be justified on that ground in continuing it another day. We would greatly prefer complete freedom of trade between us, and if our Government is forced to abolish the fishing licenses, put export duties on lumber, and import duties on coal, salt, breadstuffs, &c., it will simply be because the restrictive policy of our neighbours leave them no other alternative. We should like to see this avoided, but we are convinced that public opinion on this question will soon influence our legislative halls, and, at least, force our Government to take some decided action in the matter.

### LUNATIC ASYLUM STATISTICS.

WE last week gave some interesting particulars regarding our prisons and prisoners from the annual report of the Inspector, Mr. Langmuir, and we now proceed to do the same regarding our lunatic asylums, all of which institutions seem to be well managed. The Inspector first refers to the new asylum now being built within 1½ miles of London. Three hundred acres of land have been purchased by the Government at \$67 per acre. The plans of the building were made by Mr. Kivas Tully and are of the Elizabethan style of architecture. When completed, the asylum will accommodate 500 patients, and it is claimed that while 13 American asylums cost \$1,248 for the space occupied by each lunatic, and the Provincial asylum at Toronto equal to \$1,000 per patient, the London one will not exceed \$500 for each person it will accommodate. According to this calculation, the cost of the building, &c., will be \$250,000. We are glad to observe that there are to be wards for the better classes of patients. It has been a disgrace to us that such patients have heretofore had to be sent to private institutions in the United States like Brigham Hall, Canandaigua, because in Canada no suitable accommodation could be obtained.

The total number of lunatics in all the asylums, including the patients which the Dominion Government has allowed Ontario to send to the Rockwood criminal asylum at Kingston, is 1,080. These figures, it is well known, are far below the real number of this unfortunate class of our population, scores of whom have had to be turned away from the doors of the asylums, because they are already over-crowded. On the 30th September, 1888, the Provincial asylum, under charge of Dr. Workman, had 518 inmates; during the year, there were 77 admissions and 83 discharged, died, &c., leaving 509 at present in the institution. The net cost of the asylum for the twelve months was \$72,562. Adding on the receipts from paying patients sales of articles, &c., \$7,099 the total expenditure is shown to have been \$79,662, not counting the odd cents. The number in the Maiden asylum, on the 30th September last, was 245, and the cost last year was \$31,069; in the Orillia asylum the number was 123, and the expense \$17,411; and in the Rockwood asylum the Ontario Govern-

ment had 153 patients, and the amount appropriated for their maintenance was \$14,800. The total cost to the Province on account of all the asylums was \$126,323, which is a fraction over \$131 each for the 1,000 patients. Of the 143 lunatics whose names were taken off the rolls during the year, 44 died, 82 were discharged, 13 were transferred, and 4 eloped. Of the number discharged, we suppose most of them were so recovered as to be set at liberty with safety, if not wholly cured.

The sub-reports of Messrs. Workman, Landon and Ardagh, the latter two gentlemen being in charge of the Malden and Orillia asylums, contain much information which is interesting. From that of Dr. Workman, we learn that since the opening of the main institution in 1841, 8,535 patients have been admitted altogether, of whom 1,837 were men, and 1,698 women. They have been disposed of as follows: Discharged 1,896, eloped 41, died 735, sent to Malden asylum 199, sent to Orillia asylum 155, and remaining now at Toronto 509. The absolute necessity of more accommodation may be known from the following facts:—In 1866 only 68 admissions took place out of 249 applications; in '67, 70 admissions out of 212 applications; in '68, 128 admissions out of 260; and this year only 70 out of 241 applications. These figures speak louder than words. The Ontario Government therefore, in commencing a new lunatic asylum at London, has simply done its duty—a duty, in fact, the performance of which has already been too long delayed.

## FREE TRADE vs. PROTECTION.

NO. 1.

THE last number to hand of the new Protectionist organ, published in Hamilton, and called, in a somewhat off-hand way, "the People's Journal," has for the heading of its first article "Business is War." Well, perhaps, so it is, and we therefore intend to make it our business to carry on war with the principles which it professes to advocate, although against itself as a newspaper we hope never to have occasion to write an unfriendly word.

Now before entering into any discussion of the respective merits of the two systems of Protection and Free Trade, let us explain exactly our understanding of what is conveyed to the mind by these two terms.

Protection, then, means the protecting of manufactures from foreign competition by the adoption of such duties as shall be sufficient to prevent, or nearly so, the importation of foreign goods which might interfere with the sale of those made in the country; and thus to secure a market to the producers of food, and employment for skilled and unskilled labour.

Free Trade, on the other hand means permission to buy goods in the cheapest markets, whether at home or abroad, free from unnecessary duties; an allowing of capital to seek such investments as are in the nature of things safest and at the same time on the average most profitable; an abstaining from legislative interference with trade or commerce, or endeavour to force them into unnatural channels; the expectation being that manufactures which can be carried on profitably will be undertaken and carried on in good time; that capital will find employment where it will be most productive; and that labour influenced by capital, will also be employed to the best possible advantage, and not be wasted in accomplishing in a costly manner, what can be more cheaply done elsewhere.

We propose in considering the question to treat it altogether from a material stand point, and to endeavour to convince such of our readers as may hold opposite views, that the wealth and prosperity of our country are more likely to be increased by entire free trade, than by the fostering but enervating influences of protection.

Our reasons for opposing the establishment of duties for the purposes of protection are manifold.

1. Protection is partial and unjust.
2. It can never be more than partially successful at best.
3. It tends to the diminishing and not the increase of the public revenue.
4. It makes the collection of revenue more intricate, troublesome and costly than it need be.
5. It tends to increase the price of all articles of consumption, and by raising the cost of production, creates obstacles in the way of carrying on profitable trade with foreign countries.

6. It creates a monied oligarchy of wealthy manufacturers, who are able by combination and the power of the purse to wield an influence altogether out of proportion to their numbers or their ability, and to secure in great measure legislation favoring their own interests at the expense of the rest of the community.

There are other reasons, but we will content ourselves with these six for the present.

In the first place, Protection is partial in its operation, and unjust in its character. As an illustration, let us take the article of grey cotton, which, duty free could be sold at say 20c. a yard. A capitalist fancies if he can only get sufficient protection he can manufacture so as to undersell the foreign article, and make besides a handsome profit. We will assume that by selling at 22c. he would be able to make 10 per cent. profit; but of course he cannot do this until by putting a duty on the imported article he raises its cost to 22c. or upwards. Suppose, then, a duty of 25 per cent. be levied, adding 4c. to the prime cost of a yard of Manchester grey cotton, and causing it to be worth here say 24c. The Canadian manufacturer will then be able to get at least 22c., and for some time, until competition becomes too keen at home, he will even be able to get 23c. or 23½c. for an article which would, under free trade, be obtainable at 20c. Under these circumstances, so long as there was no advance in labour or the cost of production, the Canadian manufacturer would pocket a large profit entirely at the expense of the people who have to buy his cotton. The Government receives no benefit, for no foreign cotton can, under the conditions be imported, and consequently no revenue can be derived therefrom. The people are taxed; and one part of what they lose is gain to the manufacturer, and the balance is an entire loss to the country, corresponding to the difference between the cost of manufacturing cotton in Canada and the cost of importing it from England. The people have to pay, and they are amused with stories of the progress of the country, with highly-colored pictures of manufacturing prosperity and they do not see that the apparent growth is at their own expense, and that they are called on to admire as an evidence of increasing national wealth that of which the manufacturer has been enabled legally and under parliamentary sanction to quietly rob them. And exactly in proportion as the protection afforded by high duties answers its end, so in like proportion does this robbery of the public for the benefit of a few become more and more certain, and the revenue of the country smaller and smaller.

## THE YEAR BOOK OF CANADA.

WE have received a copy of this publication for 1870, and we can safely say that for variety, amount and comprehensiveness of information nothing which has ever before appeared in Canada in the shape of an almanac can at all be compared to it. The editor, Arthur Harvey, Esq., F.S.S., of the Finance Department, Ottawa, has evidently bestowed much trouble on his work, which he has done with his usual ability, and he has been well assisted by several gentlemen, from whom valuable contributions have been received. The present volume, in amount of matter contained in it, is even in advance of the three preceding volumes, being a book of 192 pages of very small type.

In addition to the calendars, &c., ordinarily found in almanacs, the Year Book for 1870 contains a summary of the legislation of the Dominion and of each of the four Provinces,—a very valuable feature, and the result of a very great amount of careful painstaking labour, the value of which can hardly be over-estimated, containing as it does the criminal code of the Dominion, which should be in the hands of every man, and especially of every magistrate, throughout the country; Bank and Savings Banks Statements; Statistics, &c.; of Building Societies; Census Returns; Mining in Canada, and its progress; Statement of Telegraph Operations; a full account of Postal Affairs, rates of postage and list of all the post offices in the Dominion; the new Patent Act; list of Copyrights and Patents of Invention; a chapter on Insurance and Insurance Companies doing business in Canada; history of the rise and progress of Canadian Ocean Steam Navigation, the number of steamers, average length of passages, &c.; Game and Fishery Laws; Public Accounts; Accounts of the chief Cities of Canada, their revenue and expenditure, progress, population, &c.; Imports and Exports for 1867-68; Educational Sketch, giving number of public schools, teachers, &c.; a chapter on the Climatology of British

North America, with average tables of temperature, barometric pressure, &c., &c.; Railway Returns; the Tariff of Canada; the composition of Governments and Legislatures of the Dominion and Provinces; and lastly, an Index to the contents not only of the volume before us, but also of the Year Books of 1867, 1868 and 1869.

As usual, there are two editions of the Year Book, one cheap, published at 12½c.; the other on fine paper, with cover, and a map of the Dominion, shewing chief cities and towns, and railways in operation, in progress and projected, with connections in the United States, price 25c.

We can most confidently recommend the Year Book to all of our readers, who take any interest in making themselves acquainted with the position and progress of their own country; and for purposes of reference generally it will be found almost indispensable.

We are glad to know that a large circulation is already secured, and that a considerable number of copies will be distributed in the British Isles by the several emigration agents, where, we have no doubt, it will prove of great use in furnishing correct information, and thereby inducing intending emigrants to seek their fortunes in Canada.

The publishers (Messrs. Joun Lowe & Co., Montreal, to whom all orders should be sent,) inform us that they will send copies of either edition to any part of Canada, by mail, postage free. We are sure the liberality of this offer will be appreciated by all, and cause a very large demand for this invaluable work.

## THE CANADIAN ILLUSTRATED NEWS.

WE have not hitherto noticed this new venture of Mr. Desbérats, because we did not feel assured that the new process of producing the illustrations would prove successful. The first two numbers, indeed, were not such as to show hopefully for the enterprise. But the third and fourth are of much greater promise. These Leggotypes still lack a good deal of the perfectness of reproduction which has been attained to by the art of engraving; but the progress already made is such as to encourage hopes of a complete success, and already enough has been done to ensure us an illustrated paper as good as some of those got up from wood engravings, one very well adapted for popular tastes. The illustrations compare favorably with the sketchy lithographs of *Le Charivari*. The reading matter is carefully edited; and we hope the publisher will reap the reward which his enterprise deserves. Of one thing the public may feel certain, the more generally they sustain an enterprise of this character, the better value will the publisher be enabled to give.

## A SEWING MACHINE FOR "TURNED" SHOES.

A MACHINE for sewing on the bottoms of single soled shoes, commonly called 'turns,' has long been wanted by shoe manufacturers. Machines for doing nearly every other part of shoe manufacturing have for some time been in use in shoe factories; but the labor of sewing on the bottoms of turned shoes has heretofore been done by the tedious and slow process of hand-sewing, with an awl and waxed end. This want, however, no longer exists, since the successful introduction of turned shoe sewing machine, invented by Mr. M. J. Stein, of New York City, and secured by several patents. Upon this machine an expert operator can sew a shoe in the best possible manner in 15 or 16 seconds or an average of 80 pairs an hour with the greatest ease. The machine is no longer in an experimental state but has been reduced to a practical and working form by the New York Sewing Machine Company, who are now building and leasing the machines on a plan similar to that pursued with the McKay sewing machine. The company have machines in practical operation in Lynn, Haverhill, and Danvers, Mass., and in New York City on which no less than one hundred thousand pairs of shoes have been sewed. The number in operation is being increased at the rate of about two machines per week, which the company are now setting up. The patents are owned and controlled by an association of some of the largest and wealthiest shoe manufacturers and leather and finding merchants of New York City, Lynn, Haverhill, and other places, who are fully posted as to what is wanted in this line of machinery, and have determined to keep this machine in every way fully up to what is required in this important branch of our manufactures. The ownership, management, and directions are in the hands of the following well-known persons and firms: J. O. Whitehouse, Jes-e St. John, of Benedict, Hall and Co., Studwell, Crosby and Hyde, Keese and McCoy, A. Studwell and Co., H. W. Merriam, Dix and Cousin, and C. G. Bruce, of New York City; Moses How, of Haverhill, Mass.; John Wollredge, George E. Bartlett, and Jerome Ingalls, of Lynn, Mass.; and others—*American Artisan*.



**THE FALL IN GRAIN, AND WHAT IT WILL LEAD TO.**

The important news from England of the failure of grain firms, many of them with extensive American firms, is likely to still further depress the breadstuffs trade in this country. These failures are, no doubt, the result of unsuccessful efforts made on both sides of the Atlantic to check the decline in grain, which has been steadily falling for some time. As England is the largest importer of our surplus crops, the quotations there rule the whole market, and every Western farmer must feel the consequences of a probable continuance of the present low rates in Liverpool and London. The recent failures must discourage any operations for a rise for some time to come, as there are no present indications of an immediate cessation of the causes that produced the decline.

The causes of the low price of grain are to be principally attributed to the largely increased yield of the present year. Our total cereal product in 1888 is estimated at 1,405,490,000 bushels. Of these, 217,083,000 bushels were wheat. The measure of wheat this year will reach 50,000,000 bushels. Probably a total of 250,000,000 bushels would be an entirely safe estimate for 1889. This increase, with the large surplus of last year's crop, would go far to account for the decline in prices. But besides the increase of wheat we have had heavy crops of all kinds of food. Even corn, in spite of reports to the contrary, will equal, if it does not excel, last year's crops. This large surplus of other kinds of produce must, of course, exercise a depressing influence on cereals.

Another cause of the decline in prices is to be found in the blunder of the farmers in holding back their crops last year. This policy resulted in the loss of the export trade last season thus accumulating a surplus which produced a fall in prices. The farmers this fall rushed into the opposite extreme, and hurried their crops on a falling market. The artificial scarcity of currency produced by the September gold panic did the rest. The result is that prices, in currency, are now below the average rates in gold before the war, and breadstuffs are cheaper, so far at least as the producers are concerned, than at any period for ten years, except in 1862. Wheat is now so low that in many districts in the West farmers find it more profitable to feed it to hogs than to send it to market. This course will result in an increase of production that will soon bring meats down to rates corresponding to the price of cereals.

The following table shows the receipts at, and exports from, New York from September 1 to November 20, 1869, as compared with the corresponding period last year:

	RECEIPTS.		EXPORTS.	
	1869.	1868.	1869.	1868.
Flour, brls.	1,140,900	1,663,800	422,100	287,900
Wheat, bus.	3,669,000	6,496,900	5,946,100	1,805,500
Corn, " "	3,668,900	4,944,200	58,200	671,600
Oats, " "	3,214,000	4,718,200		
Rye, " "	91,700	455,800		
Barley, " "	1,889,900	1,552,900		

The receipts of cereals at this and the lake ports are considerably in excess of the quantity last year. During the week ending November 13, 1869, the receipts of wheat and flour at the lake ports were equal to an excess of 1,066,000 bushels of wheat over the same period last year.

The stocks of wheat in store at the close of last week in Chicago and Milwaukee were as follows:

	1869.	1868.	1867.
Chicago, bush.	1,515,000	1,282,100	502,700
Milwaukee, " "	1,028,000	158,000	365,000
Total	2,543,000	1,440,100	867,700

The stock of grain of all kinds in store in this city, November 13, amounted to 4,002,954 bushels, including 2,440,993 bushels of wheat, against a total of 7,680,436 bushels of grain at the corresponding period in 1868, and 6,978,092 in 1869. The increased stocks at the lake ports and the reduction of the amount held at this port, as compared with former years, show the activity of the export trade this year. The quantity in transit on the canals for tide water November 20, 1869, as compared with the same period last year, were:

	1869.	1868.
Flour, brls.	5,200	6,100
Wheat, bush.	1,837,800	880,100
Corn, bush.	254,700	692,900
Oats, bush.	484,500	841,700
Rye, bush.	33,100	77,500
Barley, bush.	579,600	822,900

These various returns show the great activity of the breadstuffs trade this season as compared with former years. They also go far towards explaining the reduction at this port in White Michigan of \$1.40 to \$1.15 in \$2.45 to \$2.00 this time last year, with corresponding reductions in inferior grades.

The average of 90c in currency equal to 73c in gold, per bushel of No. 1 wheat at Chicago, leaves a very narrow margin for farmers, after deducting the cost of transportation from the interior to that port. In Iowa the prices range from 86c currency, at Dubuque to 80c, at Independence gold at 130 makes 50c in currency worth 38c in specie, so that the average gold price of wheat in Iowa is about 40c. This is the selling price, it should be remembered, at the railroad station, and covers the expenses of time and cartage in transporting it from the farm to a market.

The majority of farmers live from five to ten, many of them twenty, miles from a railroad depot, and must spend a couple of days and employ a two-horse team in conveying a load of 20 bushels to market. In fact, if the farmer could obtain the grain by merely shovelling it off the ground it would scarcely pay him to carry it to market. The condition in Iowa applies

equally to Minnesota, Michigan and other States. When we come to compare the time and expenses of cultivation and transportation with the actual price of grain received by farmers the difficulties attending Western collections will be sufficiently accounted for.

We do not anticipate that this extreme depression of Western interests can be more than temporary. And it will not be unattended by favorable results. The low price of grain will go far towards recovering the export trade to England, which has lately been falling into the hands of Russia. But to ensure this result our tariff must be revised so as to permit the advantageous interchange of commodities. England will not in fact cannot, buy our grain unless we take a fair proportion of her manufactures in exchange.

No fallacy can be greater than the idea that an expansion of the currency can ameliorate the condition of affairs in the West. Grain is now at gold prices. What the Western farmers want, and must obtain, is the privilege of buying on the same terms as they are compelled to sell. They cannot pay inflated currency prices for clothes, farming utensils and the numerous commodities of every day life. They must produce as cheaply as other competing nations or be driven utterly from the market. The fall in grain then means a reform in our currency, tax and tariff laws, the overthrow of monopolies and a stringent economy in national expenditures. It brings us back to first principles in finance and government, secures a speedy return to specie payments, and threatens the immediate and utter extinction of any party that may stand in the way of these pressing reforms.—U. S. Economist.

**OCEAN STEAMERS.**

THEIR EARNINGS—WHAT AMERICANS SHOULD DO

A CORRESPONDENT of the New York Times.

Who seems to be thoroughly familiar with this subject, gives a history of the different North American lines and British-built steamers, from which we learn that in the twenty-five years of the existence of the celebrated Cunard line, not one life has been lost in it by shipwreck or disaster at sea. Concerning the Inman line, we are informed that it is entitled to the credit of having started without a subsidy, and having successfully worked its way into a position which is second only, if indeed, it is second—to the Cunard line by sheer good management, and against the opposition of the Cunard and Collins subsidized lines. The Inman steamers have long carried the United States mails, to the entire satisfaction of the Post Office Department at Washington, and the British Post Office has been forced to acknowledge that its claims for mail compensation are fully equal to those of the Cunard Company. The Inman Company now receive £35,000 per annum for a weekly mail service to New York, exclusive of its arrangement with the United States Post Office for the conveyance of mails from New York to Queenstown and Liverpool for the last named service it receives a part of the ocean postage on the mail matter carried by its steamers.

The line conducted by Williams & Guion makes its profits upon freights and stowage passengers. Their steamers are more profitable freighting vessels than either of the others. The National Company started under unfavorable circumstances, paying exorbitant prices for its steamers, yet the success of this and the Liverpool and Great Western Company is absurd. The first mentioned is building a new steamer near Glasgow named the *Haly*, which will cost \$85,000. The earnings of a vessel of this class are reckoned thus:—

Giving her a full freight of passengers and cargoes both ways, at the current rates, say 1,500 emigrants at \$6 per head—\$9,000; cargo 4,000 tons at 25 shillings per ton—£5,000; cabin passage money £8,000; total out, £14,000; freight home, 7,000 tons at £1 per ton, £7,000; cabin and passage money home, £1,000; total receipts for the round voyage, £22,800; excess over expenses, £18,800 per voyage; and on eight voyages, or one year's work, £150,400 per annum. At this rate of profit the *Haly* can pay for herself in six months.

As a matter of course, to insure success, cargoes must be secured both ways at current rates. It will surprise some people to learn that at the present time, steamers capable of carrying 5,000 tons cargo are earning fifty per cent on their cost. An instance is given where one vessel that cost £70,000 paid for herself in eighteen months. We are informed that the disbursements of this class of steamers have been reduced to £5,000 sterling for the round voyage, and it is not an unusual occurrence for them to stock £12,000 sterling on a voyage. They only require to average 19,000 per voyage to leave £4,000 for profit, and on the first two voyages which six steamers can make in the twelve months, the earnings reach £204,000, or about fifty per cent upon the cost of the six vessels.

This exhibit is calculated to mortify the pride of all true Americans, simply because it shows that, in this enterprise at least, American perseverance and pluck have given out before that of the British merchants and builders. It is all the more mortifying to be told that \$3,000,000 in currency would build six steamers that would find fully as much as they could attend to

After many ineffectual attempts on the part of the co-operative collar establishments in Troy to induce the New York merchants to buy their goods, they are now successful. The New York Times announces that Mr. Alex. T. Stewart has contracted to take all the collars the girls can make, and pay for them as received. It is stated that the society can undersell any manufacturer, the members not caring about profits if they can sell enough to keep themselves employed at regular wages. Mr. Stewart, with his keen eye for business, no doubt appreciates this point. The adage, "the god's help those who help themselves," is very applicable in this case. Co-operation is better than striking.

**CROP REPORTS.**

There are continued indications of a light crop of spring wheat. A few farmers, whose letters we find in our agricultural exchanges, report a yield of from twenty to twenty-five bushels to the acre; but a large majority range from fifteen bushels down to five, and in some sections a portion of the crop was not harvested. Heavy losses from storms, bad weather, rust blight and other causes are reported. In all the principal markets the receipts and stock of winter wheat is unusually light nor is the stock of winter very large. The stock of wheat in this market is almost all winter wheat, and the amount on hand has considerably diminished during the past two weeks. The farmers are not selling freely at the present rates, and it is probable that the principal markets will have a light stock of wheat and flour to begin the winter with. California has sold more freely than any other State, but recent advices report that the receipts of wheat at San Francisco show a considerable falling off as compared with September. It is said many farmers have made arrangements to hold their wheat through the winter, and various difficulties have prevented others from sending their wheat forward. As to the amount still on hand, it is thought to be as large as last year, though of inferior quality; but to draw it out better prices must be paid.

The news from the English wheat market is little more than a confirmation of previous reports. The yield of wheat on threshing is generally unsatisfactory, and farmers, it is said, are disposed to hold on to wheat; with the light yield they are dissatisfied with present rates, and look for a higher range of prices. But with moderate sales by English farmers, it is said prices are kept down by heavy receipts of foreign wheat and flour, a large proportion of which comes from America. With our present light stocks and moderate sales, there must soon be a falling off in receipts from this country. The present high prices of freight, and the difficulty in obtaining transportation, will also tend to cut short supplies and thus lessen exports.

With reference to the corn crop, it is now definitely ascertained to be a failure to the extent of one half the usual yield. A letter from Washington, published in the *Practical Farmer* estimates the crop at 906,627,000 bushels. Dairy Produce is also light. Cheese is firmer and higher in England, while in this market holders are figuring on light stocks and look for a rise in prices. The present quotations for factories and dairies are, for factory prime, 17 to 18c; do fair to good, 16 to 17c. Dairies, prime, 15 to 17c; do fair to good, 15 to 16 c, do common, 14 to 15 c. Butter is dull and lower on all but best family make which is quoted at 45 cents.

Wool it is reported that the supply of the low grades is nearly exhausted. The stock of all grades is nearly exhausted. The stock of all grades remaining on the principal markets is only 13,000 lbs. The falling off in the clip in 1869 is now estimated at about 40,000,000 lbs. The present inactivity and low price of wool is ascribed to monetary difficulties. A more active demand, however, is expected, and it is said that before the next shearing there may be a strike among the mills for those lots remaining on the market longest. It cannot be expected that pulled wool will again break down the market next Spring.

Concerning the sugar crop the New Orleans *Free Current* of the 6th inst. says that the season, as a whole "has not been favourable to the cane culture, and the expectations at one time indulged in of a very large increase in quantity over the product of last year will not, we regret to say be realized. One feature of this season is, that, while on some plantations the cane exhibits a fair growth, on others in the same neighborhood it is not only small in size, but unusually short also. This peculiarity holds good, we learn, throughout the State. The sugar made so far is of fine quality, but the yield to the acre is small, and, owing to the dryness of the cane, there is a very limited yield of molasses. One planter, a portion of whose crop of cane looks very fair, informs us that he is not obtaining more than one hoghead of the weight of 1,150 pounds to the acre from his very best plant cane, and that he anticipates no such yield generally from his fields. Another informs us that 800 pounds to the acre is all which his ratoon cane is yielding. In consequence of such unsatisfactory returns, many planters are not cutting their cane, preferring to run the risk of freezing weather, and with the hope that it will improve in quality as the cane yield is generally better between the fifteenth and twenty-fifth of this month than at either an earlier or later period of the season. In the meantime planting is generally pressed forward very vigorously. Any estimate of the crop under these circumstances would be premature.—N. Y. Com. Bulletin.

TO THE LUMBER TRADE.—We would draw the attention of the Canadian lumber dealers to the fact that if a company be formed, with \$10,000 to \$12,000 capital, for the purpose of manufacturing lumber in this neighbourhood for the supply of the settlement, a large and paying business can be done. Lumber is now selling at \$40 per 1,000 feet, and any company who will manufacture upon the eastern shore of Lake Winipeg and sell it here for any reasonable percentage below that price will command a ready sale for any amount they may produce. The most part of the lumber now sold here, is made in that locality and brought in a schooner to the settlement. It is sawn by steam power. Good timber can also be found in other localities, and good water power can be found on the eastern shore of the lake. Even the present limited demand cannot be supplied under present circumstances, and we trust that this notice will meet the eyes of some men with enterprise enough to embark in a business not only so necessary for the growth of this place, and so remunerative to themselves.—N. Y. Western.

THE SUZ CANAL.

THE following are the rules and the rate of tariff fixed by the company for the navigation of the canal:—

1st.—Navigation on the Suez Maritime Canal is permitted to all vessels, whatever their nationality, provided they do not draw more than 7½ metres of water, the canal being 8 metres deep. Steam vessels may navigate by means of their own steam power. Sailing vessels about 60 tons burden must be towed by the service established for this purpose by the company. Steamers requiring to be towed will arrange by special contract. Each vessel towed will provide its own tow-line.

2nd.—The maximum speed of vessels on the canal is fixed at 10 kilometres per hour.

3rd.—Every ship exceeding 100 tons burden must take a pilot employed by the company, who is bound to furnish every information as to the route to be followed, the captain remaining responsible for the conduct and handling of the vessel.

4th.—When a vessel requiring to pass the canal has taken up her moorings at Port Said, or at Suez, the captain is to enter his vessel at the office and pay the passage dues, as well as the pilotage fees towing and harbouring fees, when due. A receipt will be given him, which will be available in case of need. He will be bound to furnish the following particulars:—Name and nationality of the vessel, name of the captain, name of the owner and charterers, port whence sailed and destination, draft of water, number of passengers, tonnage of ship according to legal measurement, certified by official documents.

5th.—In the formation of trains the captain will be furnished with a number according to his receipt, serving as a way-bill, and after having received the pilot on board will take up the position assigned to him.

6th.—Every vessel about to enter the canal is to have her yards braced up and booms topped. They must have two anchors—one forward and one aft—to allow of anchoring at the first order of the pilot.

7th.—(1) Every vessel must have, during the passage of the canal, a boat in tow with a hawser to one of the mooring piles placed along the two banks of the canal. (2) The captain is bound to keep watches on deck both day and night, to be ready to cast off or cut the tow line at the first order. (3) Lighting the night vessels will keep lights burning according to regulations, and a lookout forward. (4) Every steam tug or other steamer will whistle at the passage of the corners, at the approach of vessels which are to be passed or crossed, and at the approach of dredging or other engines which they may meet. (5) When two vessels proceeding in opposite directions, come to sight, they are to slacken speed, each keeping to the starboard bank, or stop according to the order of the pilot. (6) When a vessel requires to pass another going in the same direction, warning must be given by signal. The vessel going at the least speed is to keep close to the starboard bank, and to slacken speed as much as possible.

8th.—Vessels which for any cause whatever are obliged to stop in the canal, as soon as possible to place themselves on the windward bank and move fore and aft. (2) In all cases of necessary stoppage and when it is impossible to reach a siding which is always to be done, if possible, the captain must immediately give notice by signals by day and by lamps by night, fore and aft. (3) In case of grounding, the agents of the company will have the right to direct the means of getting the vessel off, and, if necessary, of unloading the whole at the expense of whoever may have caused the grounding.

9th.—Captains are forbidden (1) to anchor in the canal, except in case of absolute necessity, and without the pilot's consent; (2) to throw into the canal earth, ashes, cluders, or any other materials; (3) in case of anything fallen into the canal, a declaration is to be made to the pilot, who is bound to transmit it to the nearest station; (4) the captain is forbidden to fish up anything fallen into the canal except under the direction of the company's agents; (5) the salvage of all objects fallen into the canal is at the expense of the captain, to whom they will be restored on payment of those expenses.

10th.—Captains will bind themselves, on receiving a copy of these regulations, to obey every order for the purpose of carrying them out.

11th.—The dues to be paid are calculated on the actual tonnage of the vessel, both as to the transit dues and the towing and harbor dues.

This tonnage is determined (until further orders) by the official papers on board. The transit due from one sea to the other is 10 francs per ton burden, and 10 francs per passenger, payable at the entrance at Port Said or Suez; the towing dues are fixed at 2 francs per ton, the harbor dues for anchoring at Port Said, at Ismailia and before the platform at Suez, after remaining for 24 hours, for 20 days at the utmost, 5 centimes per ton per day, at the place assigned by the captain of the port.

The pilotage dues for the passage of the canal are fixed according to the draft of water as follows:—Up to 3 metres, 5 francs per decimetre; from 3 to 4½ metres, 10 francs; from 4½ to 6 metres, 15 francs; from 6 to 7½ metres, 20 francs. Every decimetre to be paid for proportionally according to the category to which the vessel belongs.

The pilot kept on board in case of anchorage will be paid 20 francs per day. Vessels towed will be entitled to a reduction of 25 per cent. on the pilotage dues.

FERD. DE LESSEPS, Director

SHEEPskins.—Adverse advices from the States have led dealers to-day to make a reduction on sheepskins. The highest price for city skins is now 76¢. A corresponding decline has occurred on country skins, which would leave the best of them worth not over 60¢.—Toronto Telegraph.

GROCERY STOCKS IN ENGLAND.

THE London Times, in its financial article of Nov 1 has the following:—

Subjoining is an account of the quantities of the principal articles of imported merchandise (subject to customs' duties) remaining in the bonded warehouses of the United Kingdom on the 31st of September 1893 compared with the quantities in warehouses on the 30th September, 1892:—

	1892	1893
Cocoa, lbs	6,331,605	7,350,180
Coffee, lbs	69,078,834	73,549,882
Currants, cwt	163,834	0 1 0
Raisins, cwt	87,913	16,943
Ram, proof gals	7,341,388	6,333,331
Brandy, proof gals	7,337,623	7,845,254
Sugar, refined, cwt	64,065	46,165
Do, unrefined, cwt	3, 64,632	2,825,672
Molasses, cwt	167,431	331,755
Tea, lbs	66,033,391	67,418,837
Tobacco, lbs	57,863,393	49,861,775
Wine, galls	13,577,334	13,794,063

These figures show that, owing to the absence of speculative animation, the stocks of most of the principal articles of consumption have been allowed to fall to a rather low point—a circumstance in favour of future prices, but against the prospect of an influx of bullion, since, in case of any revival of demand, importations on a full scale would be required. Compared with the corresponding date of last year, a decrease is exhibited of 1 per cent in coffee, 47 per cent in currants, 80 per cent in raisins 13 per cent in ram, 35 per cent in refined and 6 per cent in unrefined sugar, 2½ per cent in tea, and 2½ per cent tobacco. The only articles of which the stock show an increase are—cocoa, 25 per cent; brandy 1 per cent, molasses 7 per cent, and wine 1 per cent.

NEW YORK DRY GOODS MARKET.

IN reviewing this market the New York Economist of Saturday, says:—

The laws of supply and demand are to be regarded more in the future. It therefore is to be given to the expressed opinions of many; and though our merchants generally are all anxious for the success of our manufacturing interest the idea prevails that productions will have to be of a more diversified character than heretofore if financial prosperity would attend all.

The great number of chances with which the street is continually rife, in addition to those already allowed, the successful placing of the many accounts which these changes render necessary, the financial condition of the country in returning to specie payments, are each in turn thoroughly canvassed, and afford sufficient ground for much speculation, without giving any cause for serious alarm. The near approach of the assembling of Congress, and its supposed speedy action on the several prominent measures which now agitate the public mind, gives much ground for conjecture as to what will be the result of such legislation.

The question of tariff, though, is the one most uppermost in the mind of the commercial community, and we may say the merchants as a unit are in favor of a gradual reduction, the manufacturers as a class are equally divided thereon, or as individual interests may be affected by such a policy.

By a diversification of productions, our manufacturing interest would soon arrive at a position not heretofore enjoyed, and under such changes there would be ample room for a successful working of all our textile machinery.

THE PACKING SEASON.

WE learn from the Chicago Market Reporter that the pork packing season has fairly opened in that city, and a number of houses are now engaged in slaughtering hogs, though only to a limited extent. The amount of orders on the market for the product do not warrant packers in engaging to their full capacity, but they are only killing enough to keep the market well supplied. The general impression prevails that the prices of live hogs must decline 1c to 2c per lb before packers can successfully engage in running their houses to their full extent. As yet, but few contracts have been made for future delivery, especially of meats. Considerable mess pork and lard has been sold for January and February but chiefly by outside speculators. Buyers are backward, being confident of a decline in hogs and a consequent decline in the product, while packers appear to agree with them to some extent, and are working cautiously. The low prices paid for all grains make the figures paid for hog products appear proportionately very high. The stock of old product is about exhausted hence prices for the present will not recede much. After a while, when fair stocks are again placed on the market, at the chief provision centres prices will necessarily decline in the same proportion as has grain. All operators look hopefully forward for lower prices, both for hogs and the product, but whether their wish will be gratified or not is a problem yet to be solved. The Cincinnati Price Current is of opinion that prices will rule comparatively high, notwithstanding the abundance of hogs and the grain to feed them upon, because of the exhausted stock of old meats. It looks, however, for some decline, for the reason that the wants of England will be much less than they were last year, and that at last year's prices old hogs will be needed, as the supply of both hogs and cattle in the British Isles is greater than it was a year ago. Viewed in all these aspects, it is easily seen that the future is anything but encouraging for the packers of pork.

HOPS.

IT is now generally admitted that the crop, though short in quantity, has produced hops of a more useful quality for brewing than we have had for some years past. One-fourth of this season's production is really fine and bright coloured, whilst the remaining three-fourths are good to medium quality. The turnout of the crop will produce three to four picquets to every brewer in the United Kingdom, taking the number who take out licences at about 35,000, of this number there are in round numbers 32,000 who take out a beginner's licence, and under 1,000 barrels per annum. The whole or greater part of the crop is reported to have changed from the factors' hands into the merchants', but it is observable that up to the present time the brewers have purchased very sparingly. Prices are very firm, and quotations are much higher than at this period last year but are 3s. to 6s. lower than in 1891, when the crop was much better than this year; and were it not for the large stock of yearlings, and the fairly good supply held by brewers, there is no doubt prices would be much higher. The business transactions with brewers have principally consisted of Mid and East Kents, at about 8s. to 8s. 6s. The future of the market depends entirely upon the large or small arrivals from the continent and America. If imports are small, there can be no doubt that prices will materially advance, but if there are large arrivals present prices must come down. It is quite speculation at present as to the extent of imports during the next four months, our impression is that arrivals will be heavier than the trade in the Borough anticipate.

A fair amount of business was transacted in Weyhill Fair, on the 14th and 15th ultimo, about 1,000 pockets of Farnhams and 2,000 country were pitched most of which were sold at about 4s 10s for country and 4s to 4s 10s for Farnhams. In Kent and Sussex the transactions were on a moderate scale; prices were firm.

The first sale of new hops by auction took place at the Hop and Malt Exchange on the 4th ultimo, when Mr Smee presided. There was a good attendance of farmers, &c, but the auctioneer offered no remarks upon the state of the crop nor the general quality of this year's growth 1893's. B. Rider East Kent Goldings sold at 2s 10s to 2s 15s per cwt, Sittingbourne do, 2s 2s to 2s 7s, Milledon do, 2s 2s to 2s 4s, Upchurch do, 2s 17s to 2s 4s, Reiham do, 2s 16s, Easting do, 2s 10s, East Kent (do district given) 2s 15s, Hoo the Hill, 2s 15s to 2s 16s, Cranbrook, Weald, 2s 5s, Maidstone, Mid Kent, 2s 11s; Tudeley, Weald, 2s 15s, Tonbridge, do, 2s 14s, Worcesters, 2s 8s to 2s 17s 1893's Flechting, Sussex, 4s. to 4s. Mayfield do, 3s. Goudhurst Weald of Kent, 1s. 6s. Kenning, Mid Kent, 3s. West Peckham, Mid Kent, 3s to 3s. 2s. Bredgar, East Kent Goldings, 4s. to 5s. Americans 3s to 4s. do, 1897's, 21s, Bavarian 1897's, 21s, and foreign growth, 1897, 18s.—Morgan's Trade Journal.

THE RICE CROP.

ACCORDING to the statements of the Charleston Courier, the rice crops of the Carolinas and Georgia amounted, the past season, to 55,418 tonnes, the average weight of each being usually estimated at 600 lbs. In Louisiana the crop of last season amounted to 69,000 barrels of 200 lbs each, or equal in weight to 23,000 tonnes of Carolina rice, showing that, without any extraordinary exertions, the product of that State had risen the past few years, from a comparatively insignificant amount to something like three-sevenths of the last crop of the Atlantic States. When it is remembered that the whole area in cultivation in the States embraces only a few narrow strips in a few parishes, chiefly in two of them, and considering the many thousands of acres of land with her borders, admirably adapted to the cultivation of this cereal, it is difficult to form any estimate of the extent to which the future crops may reach, for it is not to be supposed that these lands will always be permitted to be uncultivated. With the introduction of improved mills for the cleaning of rice, and with more care than formerly in cultivating and handling, the quality of Louisiana rice has been so much improved of late that it now takes high rank when compared with the products of other sections.—N. Y. Bulletin.

EASTWARD MOVEMENT OF BREADSTUFFS.

THE following shows the aggregate shipments of flour and grain from the ports of Chicago, Milwaukee and Toledo, including those by lake and rail—excepting the rail shipments from Chicago from the opening of navigation to November 13th, 1893, and for the corresponding period in the other years indicated, viz:

	1892.	1893.	1897.
Flour, brls. ....	2,203,747	3,629,776	3,076,903
Wheat, bush. ....	25,611,632	23,873,284	25,294,236
Corn ..... ..	20,190,854	29,025,493	29,414,623
Oats ..... ..	7,823,741	17,191,245	13,839,791
Barley ..... ..	2,043,332	1,900,824	2,688,115
Rye ..... ..	336,916	2,248,061	1,606,631
Total grain .....	63,761,905	78,787,081	72,837,069

The Bureau of Statistics has recently made a searching report of the amount of trade between the United States and foreign countries. England figures for the enormous total of \$19,456,700 of our exports. The British Empire, in all, receives our exports to the amount of \$28,650,000. Spain and all her possessions get \$22,500,000, of which Cuba has \$12,600,000. Liberia has the next, viz. about \$70,000. Of all that we send out, \$27,763,000 are shipped in foreign, and but \$333,201,659 in American vessels.—N. Y. Bulletin.



**IMMIGRATION INTO THE UNITED STATES.**

In some of Mr. Greeley's recent essays on protection of Manufactures he asserts, that a large, if not the greater proportion of the immigration which has filled up the United States, and built up its prosperous greatness, has been attracted by high tariffs, diversifying labour, by building of manufactures. The *N. Y. World* replies—

The protectionists must be hard pushed for arguments when they resort to such desperate sophistry as we will presently demonstrate this to be. It cannot seem even specious except to persons who inspect Mr. Greeley's tables in utter ignorance of the financial and industrial history of the country. It is quite true that the first high tariff was passed in 1824, but in that year the Erie Canal was on the point of completion, and it was this great work that gave the mighty impulse to immigration by opening the vast and fertile West to the tide which has since peopled it with millions of inhabitants, presenting the greatest marvel of rapid growth ever known in the history of the world. The West has been the grand receptacle of immigration, and the bulk of those who thronged thither went in quest of cheap farms; not of employment in protected manufactures. A long essay on immigration which not only ignores, but virtually contradicts, the most important of all the facts connected with the subject, is alike discreditably to the talents and to the fairness of its author. Such utter lack of breadth and comprehensiveness, and (as it would seem if we knew nothing of the author but from this production) of candour and common information, exposes the cause he advocates to the contempt of all men of sense and intelligence.

If the Alleghenies and Lake Erie had formed our western frontier, and the fertile region beyond had been inaccessible to our population, the immigration of foreigners to this country would never have been large. Its enormous increase was chiefly due to the opening of the great West, first by the Erie Canal, and afterwards by various lines of railroads. The extensive Western prairies, which supplied cheap farms of surprising fertility without the severe labour of clearing off a heavy growth of timber, presented the most inviting prospect which ever tempted agriculturists to forsake their birth-place and seek new homes. Emigrants from our own Eastern States and emigrants from Europe vied with each other in their efforts to enjoy the advantages of so attractive a region. A large proportion of the foreign immigrants pushed directly to the West; others remained in the Atlantic States to fill the places made vacant by the westward movement of our own population. The impulse was not given to this mighty movement by the tariff and the growth of manufactures, but by the easy terms on which settlers could become the owners of beautiful farms and secure abundance for themselves and their children. A theory of immigration that ignores the cheap prairie lands which were its chief incentive, displays an obliquity of intellect such as could not easily be found except in a controversialist who, in this era of light, has not overgrown the obsolete political economy of the eighteenth century.

Mr. Greeley lays it down as his fundamental postulate, and prints it in italics to show his sense of its importance, that "population tends to abandon purely agricultural regions for those, more densely peopled, whose industry is diversified." And yet the West, which at the period when emigration was greatest, was a "purely agricultural region," is full of New England immigrants who went thither from "a region more densely peopled whose industry is diversified." Mr. Greeley's theory is amply refuted by the fact that the great bulk of the emigration to the sparsely populated and agricultural West, has been from our own Eastern States. Neither Ireland nor Germany supports his proposition, for in both cases the emigration has been from a denser to a sparser population, and in the latter cases from more to less diversified employment. Again, the portion of Canada furnishing the greater part of emigrants to New England is as densely or more densely peopled than the New England States, taken together the great current of emigration hence being to the sparsely peopled Western States. There is a tendency unobscurely observable all over the civilized world, to crush together in great towns—but a tariff seems to have no effect on this mania.

**THE SUEZ CANAL.**

THE 17th was devoted to the religious ceremonies in connection with the opening of the canal. The solemn blessing of the canal was given by Pere Bauer, the Almour of the Empress Eugenie. He preached a sermon in which he congratulated the world on the success of this grand enterprise, and thanked the Khedive, who, he said, had immortalized his name and reign by his co-operation in one of the greatest undertakings of modern times. He dwelt in terms of lively gratification on the liberty of worship which had been granted to Christians; thanked the Empress for the sympathy she had shown, and M. de Lesseps for the exertions he had made to bring the work to completion. He also returned thanks to all the other illustrious personages who had honored the occasion with their presence. The Emperor of Austria, the Empress Eugenie, the Viceroy of Egypt, the Princes of Prussia and Holland, and many foreign Envoys assisted at the ceremonies, and the multitude of spectators was immense. The greatest enthusiasm was manifested.

**EFFECT OF THE CANAL ON BRITISH INTEREST.**

The London *Times* considers the effect of the Suez Canal will have on British interests. It says:—"We are aware that in Paris and Florence, and even in St. Petersburg, there is great exultation at the notion that by the opening of the canal trade may be turned into new channels and a heavy blow be dealt to the nation which made the best of the old ones. We will not allow ourselves to be discomposed by these illiberal prognostics. It was not the English who first sailed around Africa, or made settlements in India. No better favor is needed at Port Said than the free competition which availed us so well at the Cape of Good Hope.

**THE DISTANCES BY THE NEW ROUTE.**

The precise value of the new canal as a short cut can be readily understood by comparing the distances of the old and the new routes from the great centres to the outskirts of the world's commerce. Thus, London to Bombay by Suez is a journey shorter by more than the entire circuit of the continent of Africa. The saving of a voyage to Calcutta would be 6,000 miles; to Bombay 5,300 miles. A glance at Mercator's chart will show the advantage which vessels from New York to Sydney, Shanghai and Hong Kong gain by the new route. The following tables show more definitely what these advantages will be:—

From London to Canton via Suez, it is....	10,000 miles
From New York to Canton via Panama.....	11,600 "
From New York to Canton via Pacific Railroad.....	10,000 "
From London to Canton via Pacific Railroad.....	13,600 "
From New York to Canton via Suez Canal.....	11,600 "

	By Mauritius and Bombay.	By New York and New Francisco.
London to Hong Kong	... 89 days	47 days
London to Shanghai	... 43 days	43 days
London to Yokohama	... 43 days	38 days

The following table is calculated for New York.—

	From New York via Suez Canal	and San Francisco via
<b>Eastern Ports</b>		
Melbourne	13,200	10,800
Shanghai	12,600	8,800
Hong Kong	11,700	9,200
Manilla	11,600	9,600
Singapore	10,300	10,600
Batavia	10,600	11,000
Penang	9,950	11,100
Calcutta	9,700	12,150
Ceylon, Point de Galle	8,750	12,200

**BARBADOES PRICES CURRENT.**

BRIDGETOWN, Nov. 10, 1869.

**ALE**—Duty 100c per hhd 61 galls. English bottled, £4 Duty 6c per doz. Alsopp's & Bass's at \$30 per hhd. Always in supply.

**ALEWIVES**—Duty 8c per brl. per 200 lbs.—Lotting at \$3.  
**BEEP**—Duty 100c per 100 lbs.—H. & Co's., lotting at \$11. Dull.

**BREAD**—Duty 10c per 100 lbs.—Last sale Wilson's, \$4.65 per 100 lbs; Treadwell's, \$4.11; and Watson's, \$4.70.

**BRANDY**—Duty 80c per gall. Martell's \$2.60 per gall; Hennessy's \$2.60; Otard's \$2.40; Renault's \$2.40.  
**BRIQUES** Duty 60c per M.—Last sale by selves of "Blue Fire," at \$23.77; "White," \$23 to \$32; "Liverpool," \$22; "Grey Stock," \$15 to \$18; "Jersey," \$10 to \$12.—Fair supply for present wants.

**BUTTER**—Duty 160c per 100 lbs.—French—Lotting at \$28. Irish, \$24. No American.

**CROCKERS**—Duty 10c per 100 lbs.—Last sale of Wilson's, \$4.50; Treadwell's, \$4.73.

**CORNMEAL**—Duty 25c per brl. Last sale at \$8.25—firm.

**CHEESE**—Duty 150c per 100 lbs.—No late sales, worth about \$18.

**COAL**—Duty 60c per ton.—No late sales, worth about \$8 for Scotch, and \$7 for Welsh—stock in the yards not large and will be wanted as crop season approaches.

**CODFISH**—Duty 4c per 112 lbs.—Last sale of Newfoundland Shore \$17.77.

**FLOUR**—Duty 83c per brl. Last sale of favourite brands at \$9.70, declining.

**HAMS**—Duty \$1 per 100 lbs.—Worth \$12 per 100 lbs No Irish at market.—wanted.

**HAY**—Free—Nominal, a very large supply on hand, worth about \$1 for American.

**HERRINGS**—Duty 8c per brl. Last sale of Round at \$3.85 per brl; Split, 10" or at \$4.  
**HONASS**—Duty \$3 per head. Late arrivals lotting at \$160 to \$200 per head.  
**HOOPS** (Wood)—Duty 60c per 1200. Lc. ag. no late sales; C. Hoed, last sale at 40c per bundle.  
**LARD**—Duty 80c per 100 lbs. Last sale at \$10.60 per 100 lbs.

**LUMBER**—Duty 150c per M. White Pine—Last sales at \$21; Spruce, \$18. Pitch Pine—No late sale, worth about \$27 to \$28—yards getting unassorted and will be wanted soon.

**MAACKEREL**—Duty 8c per brl. No late sale—None in market.

**OATS** Duty 5c per bush. Irish, sale of a small lot at 24 1/2 per sack; American \$3.41.

**OIL** (Kerosene)—Duty 4c per gallon. Last sale at \$3.95 per 100 gallons.

**OIL—MACKEREL**—Duty 8c per 100 lbs. Last sale at \$18.60 per 100 lbs.

**PEASE**—Duty 5c per bushel. Last sale of Split at 7 1/2 per barrel of 3 1/2 bushel; B. E., at \$3.27 per bag; Canada, \$2.69.

**PORK**—Duty \$1 per 100 lbs. Last sale of Inspected M.—at \$3.84. Clear worth \$3.60, firm.

**POTATOES**—Free. Last sale of American at \$2.67 per barrel.

**SALT**—Free. Last sale at \$1.65 per sack.

**SALMON** Duty 8c per barrel. Last sales at \$16 to \$18.07 per tierce.

**SHINGLES**—Waltaba and Cypress, Duty 60c per M. Other kinds 25c per M. Waltaba in large supply—last sale by selves at \$5.55; C. der from Gaspé, at \$6; Halifax, \$3.50 to \$4; Cypress, 12-inch, \$7.75 and 10-inch \$5.60; Small cedar, deal, and spruce \$1.50 to \$2 as in quality.

**SOAP**—Duty 25c per 100 lbs. Last sale of Medley's Brown, \$3.60; Gossages, \$3.75 to \$4; Morgan's \$3.93, as in quality.

**STAVES**—Duty 60c per 1200 pieces. Late arrivals lotting at \$65 round for Inspected and Culls.

**SHOOKS**—Duty 60c per 1200 pieces. Last sale for hhd \$30; pun \$11.

**SUGAR**—(Refined) Duty 180c per 100 lbs. Raw Muscovado 60c, all other kinds \$1.20; crushed 10c in bond, no late sales.

**TOBACCO**—Duty 5c per lb. Manufactured 24c—wanted. Leaf 10c, no demand.

**20 per cent additional tax, levied on amount of present duties, since 1st April, 1863.**

DA COSTA & CO.

**ST. JOHN, N.B., MARKET REPORT.**

ST. JOHN, N.B. Nov 23, 1869.

**MONEY**—The market has been quite active this week, and our banks are reported to be discounting very freely. Even long dated paper is at present more readily exchanged for cash than has been the case for some time past. There seems besides to be a disposition on the part of our banks to grant their customers all the accommodation needed for legitimate purposes.

Starling Exchange remains firm at 109 1/2 for 60-day's sight drafts; short sight 110, the demand being moderate at these figures.

**BREADSTUFFS**—The stock of flour has become reduced, owing to few sales during the past week, and the new arrivals of lots over-due. Large supplies are on the way, and in a few days we look for a tall stock. Prices remain steady at our quotations of last week, namely, \$5.30 to \$5.40 for superfine, and \$5.55 to \$5.65 for fancy and Choice. The cost of flour in the United States is now less than it costs in Canada, all late orders have been forwarded to New York, from which point the freight is very low, and the time occupied in transportation less than half that required to bring supplies from the Upper Provinces. We do not look to see present quotations fully sustained, the low cost of the supplies which are coming from the American markets will have an unfavourable effect in prices. A falling-off in the demand is also to be looked for, and we anticipate a dull period in the flour trade to follow the late activity. Country places are supplied and the requirements of the local trade are moderate.

**CORNMEAL** unchanged.

**SUGAR AND MOLASSES**—We have no change to note in sweets—58 hds Molasses, and 25 hds Sugar comprise the arrivals of the week. We repeat our quotations.

**COAL**—We have only one arrival to report, namely the brig. "Bessie" with 330 tons Sydney coal. This cargo is being retailed at \$5.74 per chaldron, an advance of 25c on the last cargo. We think that this advance will be maintained, as the stocks in the yards are not large and only one or two more lots expected to arrive. We notice the arrival of the "Alice" at Sydney, and we understand that she will bring a cargo on owners account.

**FREIGHTS**—Very little has been doing in deal freight, but the few transactions that have taken place indicate a slight advance in rates. We hear of the following charters:—

"A. & E. Lovitt," 872 tons, Warren Point 70s deals and 30s timber; "Phoenix," 200 to s, direct port Bristol Channel, excluding Gloucester and Bristol, 70s

**WEST INDIA FREIGHTS** continues about the same as last reported as will be seen by the following list of engagements of which we have heard—

"Agnes Fraser," 257, at 21c under and 20c on deck; "Cynthia Palmer," 335, same rates, and "Buntin," 197, at 24c under and 20c on deck—all for Cardenas for orders, with 1c additional if ordered to a second port. W. M. Greenough," 252, direct port north side of Cuba, 25c and 31c; "Village Belle," 197, north side Cuba, 25c under deck.

**COASTWISE FREIGHTS**—We have no new feature to report. Rates are much the same.—*News.*

**HALIFAX MARKET REPORT.**

HALIFAX, N. S., Nov. 23.

**B**USINESS has not been so active the past week mainly owing to the unfavourable state of the weather. The imports have been rather under the average at this season, and the exports quite light. Among the imports in addition to those given under the different headings below, are 85,330 feet lumber, 40 chests and 25 hf-do tea, 20 bags wheat, and 50 barrels beans. Exports, 17 boxes tobacco, 6 chests, and 5 hf-chests tea 540 M shingles, and 64 M lumber.

**BRADSTREET'S.**—There is a fair enquiry for Flour, but prices continue unchanged. The dullness of the English and American markets do not seem to favor the prospect of any immediate advance in prices. Cornmeal is in fair demand and firm at quotations. Rye Flour and oatmeal quiet and unchanged. Receipts: 5,655 bbls flour, 110 do and 2 bags oatmeal. Exports: 231 bbls flour.

**COAL.**—Receipts 1,157 tons from Cape Breton, and 705 tons from Shields, G. B. Prices still continue low, and are likely to rule so for some time. The following were the Boston prices of Saturday last, New York would probably be about the same figure: Picton, \$7 50 per ton; Sydney, Cow Bay, Glace Bay, &c, \$8; Cumberland, \$7 75 to \$8.

**FISH.**—The receipts of codfish are light for the season, and this, together with the small stock now on hand, has created a feeling of more firmness in the market, and prices have slightly advanced. Sales have been made during the week at as high as \$4 30 for large, but we think \$4 10 to \$4 20 is about a fair quotation. Mackerel still continue in active demand, and sales have been made during the week at from \$17 50 to \$18 50 for No. 1; \$18 to \$14 50 for No. 2 large, \$10 to \$12 for No. 2, and \$7 25 to \$8 50 for No. 3 large. A lot of 808 bbls, consisting of 93 bbls No. 1, 156 1/2 do No. 2 large, 33 do No. 2 and 251 hf do No. 3 large were offered yesterday afternoon by tender, but were not disposed of. They are held at \$18 25 for No. 1; \$14 for No. 2 large, and \$11 for No. 2.

**RECEIPTS.**

	Qtls.	Bbls.	Hf-Brls.	Bxs
Codfish	5085	—	—	—
Scalefish	189	—	—	—
Mackerel	—	1183	2	—
Herring	—	4849	—	—
Salmon	—	20	—	—

**EXPORTS.**

	Tons	Drms	Bxs	Hf Bxs	Qtls
Codfish	762	133	466	291	—
Scale fish	36	18	—	—	—
Smkd Herring	—	—	95	—	—

	Bbls.	Hf-Bbls.	Kits.
Trout	5	2	—
Herring	2004	7	—
Salmon	140	1	—
Mackerel	447	6	—
Alewives	143	1	—

**OILS.**—Unchanged. Receipts: 89 casks cod oil. Exports: 70 casks cod and 47 do seal oil.

**PRODUCE.**—Oats in fair request at former figures. Potatoes in moderate demand but the arrivals of the week have had the effect of still further weakening the market. Barley quiet. Carrots in fair request at 30c per bush; Turnips retailing from vessel at 25c to 30c; Beets at 5c; Cabbages at 15c to 20c per doz; Butter in fair demand at quotations; Lard unchanged. Receipts: 23,858 bush potatoes, 31,482 bush oats, 6,730 bush barley, 2,485 bush turnips, 174 bush carrots, 182 bush beets, 1,880 dozen cabbages, 69 bris pickled cabbage, 487 bris apples, 53 pecks butter, and 118 do lard. Exports: 60 tons oats, 125 doz cabbages, 240 bris potatoes, and 47 bris apples.

**PROVISIONS.**—Pork firm and in demand at former figures. Beef quiet and unchanged. Receipts: 225 bris pork; 103 do beef and 1 hhd hams and shoulders. Exports: 10 bris beef; 67 do and 1 hf do pork.

**SALT.**—Unchanged. Exports: 30 bris, 24 bags and 365 hhd. Receipts:—

	Tons	Hhds	Bush	Bags	Bbls.
Ex Magdala	273	0	0	0	0
Minnie K	350	0	0	0	0
Prev reptd	12601	7852	109216	9486	1928
Total to date	13228	7852	109216	9486	1928

**WEST INDIA GOODS.**—Molasses in fair request, but prices a shade lower. Sugar quiet but firm. Rum in good demand at quotations. Exports: 89 puns, 3 tros, 3 bris molasses; 9 hhd, 7 tros 4 bris and 52 bxs sugar, and 32 puns rum. Receipts: 110 hhd Melado, and

<b>Molasses.</b>				
	Puns.	Tros.	Bbls.	1068
Prev reported	11878	—	—	—
Total to date	11878	1155	1068	—

<b>Sugar.</b>				
	Hhds.	Tros.	Bbls	Bxks
Ex Swan	0	0	51	0
Marita	50	0	0	0
Prev rep'ted	574	616	2986	1180
Total to date	584	615	2487	1180

The law of Congress authorizing tax on incomes expires in 1870, and the coming Congress will be called upon to take action upon the mooted question as to the expediency of continuing the income tax after that date. Secretary Boutwell is gathering information in regard to the operations of the law and the present condition of the income tax, with a view making such recommendations to the next Congress as he shall deem advisable.

**STATEMENT OF BANKS**

Acting under Charter, for the Month ending October 31st, 1869, according to the returns furnished by them to the Auditor of Public Accounts.

NAME OF BANK.	CAPITAL.		LIABILITIES.					TOTAL LIABILITIES.
	Capital authorized by Act.	Capital paid up.	Promissory Notes in circulation not bearing interest.	Balances due to other Banks.	Cash deposits not bearing interest.	Cash deposits bearing interest.		
<b>ONTARIO AND QUEBEC.</b>	\$	\$	\$	\$	\$	\$	\$	
Bank of Montreal	6,000,000	6,000,000	241,960	149,349	5,207,141	11,814,189	20,519,004	
Quebec Bank	3,000,000	1,458,800	922,904	34,531	627,437	171,906	2,641,032	
City Bank	1,000,000	1,475,400	489,796	21,367	549,780	632,961	1,699,006	
Gore Bank	1,000,000	485,568	65,000	14,983	13,406	11,879	1,111,817	
Bank of B. N. America.	4,866,666	4,869,866	1,282,210	52,111	1,417,566	2,304,598	5,360,976	
Banque du Peuple	1,600,000	1,600,000	53,215	2,872	398,956	213,131	678,159	
Niagara District Bank	400,000	3,800	25,151	4,362	127,163	116,018	540,386	
Molsons Bank	1,000,000	1,000,000	133,903	17,349	179,349	459,869	598,572	
Bank of Toronto	2,000,000	2,000,000	1,08,535	37,314	361,521	1,387,731	2,877,554	
Ontario Bank	2,000,000	2,000,000	1,176,787	104,556	873,392	1,106,189	3,961,199	
Eastern Townships Bank	400,000	400,000	173,960	9,419	67,096	39,308	339,814	
Banque Nationale	1,000,000	1,000,000	178,192	40,222	291,296	414,710	614,393	
Banque Jacques Cartier	1,000,000	1,000,000	128,400	2,436	354,787	640,679	1,181,433	
Union Bank	6,000,000	4,243,144	1,081,415	122,705	1,194,162	2,549,012	6,447,285	
Royal Canadian Bank	2,000,000	1,186,365	321,629	5,543	249,161	265,989	841,283	
Union Bank of L. C.	2,000,000	1,744,257	162,394	135,430	337,637	366,337	1,091,199	
Mechanics Bank	1,000,000	311,841	—	798	35,647	13,065	167,506	
Bank of Commerce	2,000,000	1,524,768	1,728,538	46,728	592,392	1,201,392	4,026,743	
<b>NOVA SCOTIA.</b>								
Bank of Yarmouth	1,000,000	300,000	97,390	4,325	174,042	106,614	388,409	
People's Bank	1,000,000	400,000	127,980	11,307	177,799	349,980	666,067	
Bank of Nova Scotia								
<b>NEW BRUNSWICK.</b>								
Bank of New Brunswick	600,000	600,000	642,432	190,594	597,621	1,023,675	2,453,322	
Commercial Bank								
St. Stephens Bank	800,000	20,000	107,296	13,722	16,787	69,998	327,844	
People's Bank								
<b>Total Liabilities</b>								

**ASSETS.**

NAME OF BANK.	Cash, Bullion, and Provincial Notes.	Landed or other property of the Bank.	Government Securities.	Promissory Notes or Bills of other Banks.	Balances due from other Banks.	Notes and Bills discounted.	Other debts due to the Bank not included under foregoing heads.	TOTAL ASSETS.
<b>ONTARIO AND QUEBEC.</b>	\$	\$	\$	\$	\$	\$	\$	\$
Bank of Montreal	4,469,747	350,000	2,867,711	507,290	4,793,111	16,583,449	189,884	29,154,178
Quebec Bank	523,632	89,198	149,432	77,094	435,787	2,891,753	370,878	4,346,221
City Bank	387,734	44,530	158,439	173,347	51,767	2,417,279	86,064	3,215,229
Gore Bank	31,787	11,141	82,733	2,533	39,598	334,457	124,532	635,263
Bank of B. N. America.	909,097	243,337	75,840	182,175	31,124	6,077,647	133,801	6,386,017
Banque du Peuple	185,171	55,217	160,364	21,081	14,898	958,099	98,640	2,433,171
Niagara District Bank	75,936	12,879	46,720	11,629	80,307	419,118	46,432	699,572
Molsons Bank	249,269	1,879	1,045,531	113,468	57,021	1,281,498	112,927	1,899,873
Bank of Toronto	400,492	45,150	147,155	61,193	21,346	3,187,429	67,274	4,125,967
Ontario Bank	560,174	154,492	206,802	127,804	170,216	4,367,185	64,901	5,673,967
Eastern Townships Bank	56,048	16,590	67,833	46,307	11,244	49,037	32,229	813,722
Banque Nationale	163,621	23,918	106,330	40,016	129,506	1,470,791	163,636	2,098,701
Banque Jacques Cartier	84,173	101,226	101,226	39,294	19,426	1,963,483	18,744	4,358,608
Merchant's Bank	1,385,287	390,515	533,606	262,339	161,391	6,471,118	1,362,713	11,116,658
Royal Canadian Bank	386,429	11,866	128,966	30,869	74,575	1,324,264	30,069	1,987,000
Union Bank of L. Canada.	81,202	3,859	120,206	79,806	5,343	1,853,759	5,170,911	5,170,911
Mechanics Bank	31,202	6,828	43,129	6,828	—	37,855	18,744	50,235
Bank of Commerce	1,244,123	54,979	161,983	141,943	16,282	2,941,014	—	5,734,327
<b>NOVA SCOTIA.</b>								
Bank of Yarmouth	193,549	2,508	—	8,880	57,662	272,445	106,733	796,782
People's Bank								
Union Bank	221,869	24,000	83,000	11,161	22,243	630,963	246,077	1,230,320
Bank of Nova Scotia								
<b>NEW BRUNSWICK.</b>								
Bank of New Brunswick	444,710	13,283	—	32,711	488,265	3,349,795	67,635	5,416,509
Commercial Bank								
St. Stephen's Bank	15,863	4,394	—	37,880	30,627	802,346	92,194	473,378
People's Bank								
<b>Total Assets</b>								

AUDIT OFFICER, Ottawa,

JOHN LANGTON, Auditor.

**RAILWAY TRAFFIC RETURNS.**

NAMES OF THE RAILWAYS.	Passen- gers.		Mails and sundries		Freight	Total. 1869.	Total. 1868.
Great Western Railway	186,026	10,317	230,561	426,904	442,488	442,488	
Grand Trunk Railway	282,621	27,600	479,878	789,904	836,653	836,653	
London and Port Stanley Railway	111	124	3,576	4,821	1,886	1,886	
Welland Railway	1,231	2,163	12,804	16,188	11,886	11,886	
Northern Railway	19,445	3,879	56,238	79,617	68,974	68,974	
Port Hope, Lindsay, & Beaverton Railway } & Peterborough Branch }	4,327	541	23,866	28,534	27,627	27,627	
Cobourg and Peterborough Railway	29	—	2,948	2,972	2,104	2,104	
Brockville and Ottawa Railway	5,281	1,181	14,667	21,129	21,861	21,861	
St. Lawrence and Ottawa Railway	7,683	779	4,548	18,010	12,224	12,224	
Carillon and Grenville Railway*							
Stanstead, Shefford, and Chambly Railway*							
St. Lawrence and Industry Railway	445	—	1,118	1,568	1,427	1,427	
New Brunswick and Canada Railway	1,801	—	9,470	11,271	18,067	18,067	
European and North American Railway*							
Eastern Extension Railway*							
Nova Scotia Railway*							
<b>Total</b>	610,001	46,284	886,718	1,865,968	1,482,680	1,482,680	

JOHN LANGTON, Auditor. \* No Return.

**IRELAND'S LINE FOR THE SEASON OF 1869.**

The Line for LAKES ERIE and HURON, is composed of Propellers  
 CITY OF LONDON and GEORGIANA,  
 which will run regularly on the route.  
 The Line for LAKE ONTARIO is composed of five first class Propellers, between  
 MONTREAL, TORONTO, HAMILTON  
 and ST. CATHERINES  
 H. W. IRELAND, & Co.,  
 Agents.

**MULHOLLAND & BAKER,**  
 Importers of  
 HARDWARE, IRON, STEEL, TIN PLATES  
 CANADA PLATES, GLASS, &c., &c.,  
 419 & 421 St. Paul Street.  
 Yard Entrance—St. Francois Xavier Street.

**McINTYRE, DENON & FRENCH,**  
 Montreal,  
 HAVE RECEIVED BY LAST STEAMER  
 SILK MANTLE VELVETS, 24, 27 and 30 inch.  
 TARTANS and TARTAN POPLINS  
 Which they offer to the trade cheap,  
 And KNITTED WOOLLEN GOODS of all  
 descriptions  
 November 3, 1869.

**C. H. BALDWIN & CO.,**  
 IMPORTERS AND WHOLESALE DEALERS  
 IN  
 WINES, GROCERIES, AND LIQUORS,  
 8 St. Hel Street.

**KINGSTON.**

**JOSEPH BAWDEN,**  
 (Successor to the late Ewen MacEwen, Esq.)  
 ATTORNEY-AT-LAW, Solicitor of Patents of Invention, &c. 10 Anchor Buildings, Kingston  
 C.W. 47-17

**LONDON—ONT.**

**ROWLAND & JOHNSON,**  
 OIL WAREHOUSEMEN and Agents  
 for the sale of Oil. Office:—Richmond Street,  
 opposite City Hall London, Ontario.  
 FREDERICK ROWLAND JAMES JOHNSON,  
 43-17 Sunnyside.

**BOSTON.**

**W. C. WILLIS,**  
 COMMISSION MERCHANT, SHIP-  
 PING AGENT, &c., No. 41 City Exchange.  
 BOSTON.

**PORT HOPE, C. W.**

**E. S. HOWELL,**  
 Forwarder, General Commission Merchant, and  
 Shipping Agent,  
 WALTON STREET, PORT HOPE, C.W.

**BRANTFORD, ONT.**

**BRANTFORD ENGINE**  
 ENGINES  
 OF ALL SIZES  
 HORIZONTAL AND PORTABLE  
 STEAM SAW MILLS  
 CRIST MILLS  
 &c. &c.  
**C.H. WATEROUS & Co. BRANTFORD, ONT.**  
 42-17

**N. S. WHITNEY,**  
 IMPORTER of Foreign Leather, Elastic  
 &s, Prunellas, Linings, &c.,  
 14 St. Helen Street,  
 MONTREAL. 1-17

**AKIN & KIRKPATRICK,**  
 GENERAL COMMISSION MERCHANTS  
 COR. COMMISSIONER & PORT STREETS,  
 MONTREAL.

EXCLUSIVE application is given to the  
 COMMISSION BUSINESS, and personal attention  
 bestowed on each transaction. The utmost  
 promptness in sales and returns is uniformly observed.  
 The lowest scale of Commissions consistent with re-  
 sponsibility is adopted, and due care taken to avoid in-  
 cidental charges when practical. Consignors are kept  
 regularly advised by letter, circular and telegram, of  
 all matters of commercial interest. Consignments  
 designed for sale in any of the several British or  
 American markets will be forwarded to strictly re-  
 liable agents, and advances granted without expense  
 beyond actual outlay.

**AKIN & KIRKPATRICK,**  
 GENERAL COMMISSION MERCHANTS  
 No. 2 Ontario Chambers,  
 CORNER CHURCH and FRONT STREETS,  
 TORONTO.

To afford extended facilities to our numer-  
 ous correspondents, we have opened a branch  
 of our business at the above central stand. Con-  
 signments of the several descriptions of Country  
 Produce will have prompt and careful attention.  
 Sales will be effected with all prudent despatch, and  
 returns made with promptness and regularity. Com-  
 missions will be on the most liberal scale, and all  
 needless expenses carefully avoided. Advances made  
 in the customary form. Orders for Grain, Flour,  
 Provisions, &c., are respectfully solicited, for the ju-  
 dicious execution of which our experience and stand-  
 ing afford the amplest guarantee. Reliable informa-  
 tion respecting markets, &c., regularly supplied.

**AKIN & KIRKPATRICK,**  
 GENERAL COMMISSION MERCHANTS  
 COR. COMMISSIONER & PORT STREETS,  
 MONTREAL.

Consignments of the several descriptions of Leather  
 carefully realized to best possible advantage and re-  
 turns made with promptness and regularity. Com-  
 missions charged are the lowest adopted by any of the  
 responsible houses of the trade.

**THE ETNA LIFE ASSURANCE**  
 COMPANY OF HARTFORD, CONN.  
 RELIABLE, PROMPT, ECONOMICAL.  
 Incorporated 1820.—Commenced business in Montreal  
 in 1850.  
 Accumulated Funds, over.....\$10,000,000  
 Policies issued in 1867 ..... 15,251  
 Amount insured in 1867 ..... 44,733,322  
 Receipts for 1867 ..... 5,129,447  
 Surplus Fund (over all liabilities) .. 1,834,753  
 Deposited with Canadian Government. 100,000  
 Daily income in 1863, nearly ..... 20,000

The best facilities for the Insurance of Healthy Lives  
 Head Office for the Dominion—20 Great St.  
 James Street, Montreal, with Agencies in very  
 city and town.  
**S. PEDLAR & CO., Managers.**  
 Montreal, 15th August, 1868. 2-17

**M. H. SEYMOUR,**  
 LEATHER COMMISSION MERCHANT  
 607 St. Paul street, Montreal.

References:  
 Wm. Workman, Esq., Montreal, President City Bank.  
 Henry Starnes, Esq., Montreal, Manager Ontario Bank.  
 Hon. L. H. Holt, Montreal.  
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**MONEY MARKET.**

THERE is very little change to note in financial matters, money continuing in ample supply for all legitimate business purposes.

Sterling Exchange has varied little if any in value, and quotations are unchanged.

Gold in New York has still further declined, the impression gaining ground that an early resumption of specie payments will be determined upon by Government; and our own information being to the same effect, we think it likely that an attempt will be made at all events to carry a measure for a gradual return to the use of coin as a standard of value. Greenbacks are now quoted at 81½ to 82½.

Silver has advanced somewhat, and can now be sold at 2½ per cent discount.

The following are the latest quotations of Sterling Exchange, &c.—

Bank on London, 60 days sight	103½ to 109
Private, " 60 days sight	110
Bank in New York, 60 days sight	108½ to 109½
Gold Drafts on New York	108½ to par.
Gold in New York	121½
Silver, large	2½ to 2½ dis.

**THE GROCERY TRADE.**

Baldwin, C. H., & Co. Mitchell, James.  
Chapman, Fraser & Tyce. Robertson, David.  
Gibbs, George, & Co. Tiffin, Bros.  
Kitchins, B. & Co. Thompson, Murray & Co.  
Lindsay & Alphan. Torrance, David, & Co.  
Mathewson, J. A.

TRADE generally has been dull, although some little animation was visible in the first half of the week in filling orders, in order to secure summer rates of freight by railway, winter rates going into operation on December 1st.

TEAS—Have been almost wholly neglected. A few transactions on'y have taken place, principally in high grade Greens, Gunpowders, Imperials, &c. Prices are unchanged. Holders, however, seem anxious to reduce their stocks, and more disposed to meet the views of buyers.

COFFEES—Has had a very limited enquiry, and prices are without change.

SUGAR.—Stocks of Raws in first hands are very much reduced, and holders are firm, although rates are not quotably altered. The Refineries are pretty much out of stock, but no recent change has been made in their list prices.

MOLASSES—Is quiet. Several very fair lots of low grade Muscovado have offered at from 32½ to 37½, without finding purchasers. Good Clayed is quoted at 32½ to 35c. Centrifugal scarce. Syrups are unaltered.

FISH.—Prime Herrings are scarce, while inferior are in good supply and difficult of sale. Prices therefore take a very wide range, according to quality. Half-barrels are in demand and very scarce. Green Cod are in demand at \$4.25 to \$4.50 for barrels. In draft, none in market, but offering for delivery from Quebec, at from \$8 to \$8.50. Salmon—Very little offering; prices ranging from \$14 to \$16, according to quality.

FRUIT.—Since our last report there have been several large transactions in Valencia and Layer Raisins the former at present quoted at 9½ to 9½ in lots of 100 boxes; the latter at \$2.60 to \$2.80 for boxes, according to quality. Halves and quarters are low in stock. Loose Muscatels \$2.85 to \$3.60 per box. Nuts of all kinds are scarce. Walnuts are in demand, prime samples selling at from 9c to 9½. Filberts from 7½ to 8c. Brazil Nuts are scarce and in demand, receipts having been light, and picked up at an early date. Almonds are also scarce and wanted. Tarragons are selling now at from 17½ to 20c; Sicilies from 6½ to 7½.

RICE.—Has been very little asked for. Stocks are low, however, and prices remain unchanged.

SALT—Is quiet and without change.

SPICES—Stocks of all kinds are almost totally run out. Nutmegs with the exception of one or two old lots of poor quality, are not to be had at any price. Black Pepper in demand, but held at prices rather over views of buyers; we may quote it from 10½ to 11½. Cassia from 32½ to 33c.

TOBACCO—Is very scarce. Manufacturers are from three to six weeks behind in their orders, and the stock held in second hands is so scarce, that it is picked up at almost any price.

WINES AND LIQUORS.—Not much doing, and no change to note in prices. Of High Wines, a few loads have sold at 70c in bond, equivalent to about \$1.65 duty paid.

**THE HARDWARE TRADE.**

Crathern & Cavertill. Larkins & Co.  
Evans, John Henry. Fortier & Co.  
Forrie & Co. Mulholland & Baker.  
Hall, Bay & Co. Robertson, Jas.

DURING the last week of November, there was some activity in this branch of business, and a large number of orders for immediate shipment were received from all points, in order to secure low rates freight per Grand Trunk, winter rates commencing December 1st. A portion of the goods ordered, it was found impossible to ship, in consequence of the pressure at this particular time. Since then, trade has fallen off almost altogether, there being little doing of any kind. Prices are altogether unchanged.

**THE LEATHER TRADE.**

Akin & Kirkpatrick. Seymour, M. H.  
N. S. Whitner.

WE note considerable improvement in the business of the past week. Sales have been freely made and receipts liberal. There is very little change in prices.

**THE BOOT AND SHOE TRADE.**

WE still note a continued healthy trade, heretofore unprecedented at this season of the year. The principal demand is for coarse ware, the supply of which does not begin to meet the requirements. Prices remain the same as last week's quotations.

**MONTREAL PRODUCE MARKET.**

Akin & Kirkpatrick. Mitchell, Robt.  
Davies Brothers & Co.

FLOUR.—Since the close of navigation there has been less done and though prices of the leading grades have not materially declined, still the market is heavy, and prices rather in favour of buyers. The demand for Extras and Fancies has been reduced to consumptive wants, and supplies being in excess of demand, prices have been irregular and lower. Small sales may be noted within quoted range. Very little has been done in Supers, demand being now restricted to local wants. Ordinary Canada Supers have been sold in single hundreds, and broken lots at prices ranging down to \$4.25. Strong Bakers' Flour, since the close of navigation, has found comparatively limited enquiry, and rates of these may be materially reduced. Parcels that were saleable at \$4.90 to \$5 are now offered at from \$4.60 to \$4.70, and only sparingly taken. Western Supers are placed in small lots at \$4.20 to \$4.25. No recent transactions in Welland Canal, of which there is none in first hands. Latest sales of No. 2 have been at \$3.90 to \$4, and of Fine at \$3.60. Nothing to report in the lower grades. Choice Bags are still in demand, but very few of the parcels offered meet the requirements of the trade. Secondary and inferior are quite neglected. Oatmeal—Demand still confined to comparatively retail parcels, and rates without variation.

GRAIN.—Wheat—Little U. C Spring offered, arrivals being mostly on millers' account, buyers at 9½ to 9c for pure Spring, if on the spot, but no disposition shown to operate for delivery ahead. A few cars of Red Winter sold in the early part of the week at 9c, but most holders decline these rates. No reported transactions in Western. Pease—Buyers are anxious to secure the remaining parcels in stock at late rates, 70c. Present holders demand from 72½ to 75c, which hinders transactions. Oats are irregular. Some forced sales have been made at rates below quotations. Most holders, however, are firm at 27c to 28c, and the views of buyers not exceeding 25c, there is little business to report. Barley neglected, and rates perfectly nominal.

PROVISIONS.—Pork slightly lower. Latest sales of Mess have been at \$27. No Primo Mess offered. A few barrels of Prime, first inspection of the season, sold at about \$18 to \$19.50. Beans are sparingly supplied, and former rates still rule. Good carcasees fetch \$10 to \$10.25, light ranging down to \$9.50. Lard continues firm at former prices. No reported transactions in Tallow. In Butter, beyond small casual transactions for local use, there is no business to report, export demand for the time having ceased. Hides have also had a reduced demand, and rates are generally unchanged.

ASHES.—Pots have further declined. Sales have been made as low as \$5.15 in exceptional cases, but \$5.20 to \$5.25 may be considered ruling rates. No change to report in Pear's.

HOPS.—The news from all parts of Europe hops are grown gives further indications of crop, and as a consequence there has been an advance there in price of new hops, followed advance on this side. Primo hops readily cut 34 cents to 25 cents, and many growers with their hops still on hand are inclined to hold for not all growers will sell even at that figure.—*London Journal*

The Charleston News says that the twelve States will this year show more true prosperity than any other section of the world, and shows this year's cotton crop will amount to 3,000,000 bales (the average value of all the crops will amount to \$64 per head of the population, South Carolina doing even better than this average, and will this year produce worth \$59,000,000, or an average about \$75 per head.

**STOCK MARKET.**

	Closing prices.	Last
<b>BANKS.</b>		
Bank of Montreal	101½	101½
Bank of N. A.	108½	108½
City Bank	101	101
Banque du Peuple	101	101
Molson Bank	101	101
Ontario Bank	97	97
Bank of Toronto	107	107
Quebec Bank	104½	104½
Bank Nationals	104	104
Fore Bank	105	105
Banque Jacques Cartier	105	105
Eastern Lumbering Co.	101	101
Merchants Bank	107	107
Union Bank	107	107
Mozanick Bank	100	100
Royal Canadian Bank	65	65
Bank of Commerce	171	171
<b>RAILWAYS.</b>		
G. T. R. of Canada	15½	15½
A. & St. Lawrence	15	15
G. W. of Canada	7½	7½
C. & St. Lawrence	22	22
Do. preferred	82	82
<b>MINING &amp; CO.</b>		
Montreal Canada	20	20
Canada Mining Company	30	30
Huron Copper Day	30	30
Lake Huron & C.	10	10
Quebec & L. S.	10	10
Montreal Telegraph Co.	10	10
Montreal City Gas Company	10	10
City Passenger R. Co.	10	10
Richelieu Navigation Co.	10	10
Canadian Inland Steam Navigation Co.	10	10
Montreal Elevator Company	10	10
British Colonial Steamship Co.	10	10
Canada Glass Company	10	10
St. Lawrence Glass Co.	10	10
<b>BONDS.</b>		
Government Debentures, 5 p.c. reg.	101½	101½
" " 6 p.c. 1878, reg.	102½	102½
" " 7 p.c. reg.	103½	103½
Dominion 6 per cent. stock	106	106
Montreal Water Works 6 per cent.	97	97
Montreal City Bonds, 6 per cent.	97	97
Corporation 7 per cent. stock	111½	111½
Montreal Harbour Bonds, 6½ p.c.	102	102
Quebec City 6 per cent.	80	80
Toronto City Bonds, 6 per cent., 1860	91	91
Kingston City Bonds, 6 per cent., 1872	92½	92½
Ottawa City Bonds, 6 per cent., 1860	85	85
Champlain R. R., 6 per cent.	74½	74½
County Debentures	100	100
<b>EXCHANGE.</b>		
Bank on London, 60 days	109	108½
Private do	108	108
Private, with documents	107½	107½
Bank on New York	17½	18
Private do	18	18
Gold Drafts do	104	104
Silver	2	2
Gold in New York	121½	121½

**GREAT WESTERN RAILWAY.**

Traffic for week ending Nov. 6 1863

Passengers	\$22.94
Freight	\$7.05
Mails and sundries	\$2.21
Total receipts for week	\$32.11
Corresponding week, 1863	\$38.88
Decrease	\$6.77

**ASSIGNEES APPOINTED.**

NAME OF INSOLVENT.	RESIDENCE.	MAN. ASSN.
Campbell, Wm.	Aylmer	John A.
McDonald, John	Waterford	Geo. B.
Millar, Ralph	Walterton	Wm. C.

**APPLICATIONS FOR DISCHARGE.**

NAME.	RESIDENCE.
Leplat, Olive	Sault Ste. Marie
McLaughlin, R. H.	Waterford

**WRITS OF ATTACHMENT ISSUED.**

DEBTOR'S NAME AND RESIDENCE.	PLAINTIFF'S NAME.
Sanborn, Jas., Waterford	R. J. & Co.





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Attention will especially be given to purchasing goods at the Trade Sales of Groceries which take place from time to time, and at which prices are generally below ordinary market quotations.

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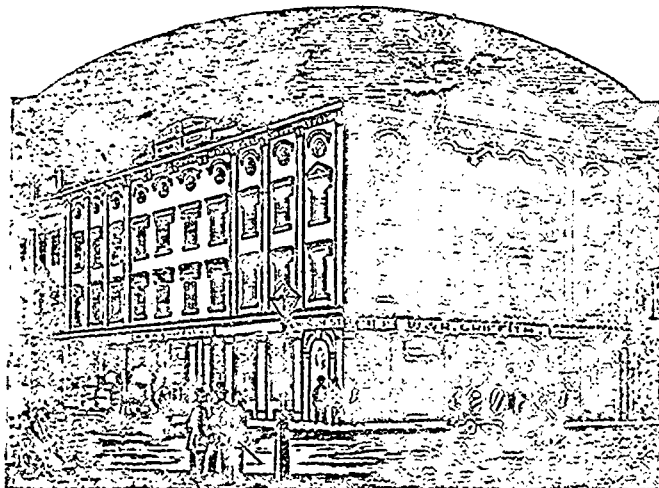
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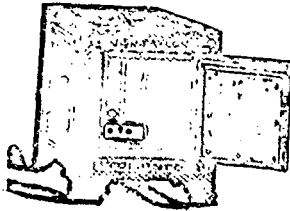
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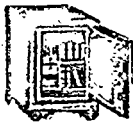
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**GOVERNMENT HOUSE, OTTAWA.**

Thursday, 23rd September, 1890.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honourable the Minister of Customs, and under and in virtue of the 8th Section of the Act 31 Vic, Cap 6, intituled: "An Act respecting the Customs"

His Excellency has been pleased to order, and it is hereby ordered, that Sheet Harbour, situate in the County of Halifax East, in the Province of Nova Scotia, shall be and the same is hereby declared to be an Out Port of Entry, under the Survey of the Port of Halifax

And it is further ordered that the Out Port of Tanguer, now under the Survey of the said Port of Halifax, be and the same is hereby abolished.

WM. H. LEE,

Clerk Privy Council.

3-42

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