

# INDUSTRIAL WORLD

AND NATIONAL ECONOMIST.

DEVOTED TO HOME INDUSTRIES, COMMERCE, FINANCE, INSURANCE, RAILROADS AND MINING

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### GOVERNMENTS, RAILWAYS AND TELEGRAPHS.

It is remarkable how new political questions arise of the world's material progress. A great engineering work may become an important factor in the domestic or international; and a scientific invention may create the battle ground upon which two parties in a great nation are to struggle for the victory. Mr. De Lesseps built the Suez Canal with an eye principally to the benefit of France, but England makes more use of it than all other nations put together; and its use or ownership may some day set the Powers by the ears. In the United States the question of Government control over railways is daily coming to the front, that of Government ownership will not lag far behind it, and long ere the Secretary of Oregon Stephens's invention comes to the two parties in the American State will have their fight out on one or both of these lines, with the decision of a Presidential election as the result of the face of the matter, then, it appears as if material progress forms the breeding ground of new questions, political, legal and municipal. But for the question of gas, for instance, the extortions of gas companies and the demand of the public to be protected against them, would have been unknown, and the same may be said of street railways. Are we to sit, then, in supposing that, with the onward march of civilization and progress, the duties that Government has to perform must increase and multiply, and that the sphere of its action must inevitably keep extending and extending? Or are they in the right to hold that, as the world progresses, the sphere and duties of Government must contract, and private enterprise be more and more substituted for the action of a State? We declare for the former view, but we do not see the political economists against us—the whole of the school of doctrinaires and Free Traders. Among the first apostles of the "let alone" school was James Mill, who proclaimed the doctrine that "the best government is that which governs least." And the chief living apostle of the same doctrine is Herbert Spencer, whose name casts so large a shadow that no man would like to say that they differ with him, for fear of being thought stupid. Mr. Spencer has written volumes leading up to this conclusion—that as civilization advances, the individual or private enterprise, in some form or other, will take up and do all that Government used to do, that the sphere of Government action must keep contracting; and that the minimization of the functions of Government is the task of progress. Of course Free Traders are not a man, they must be so in order to be consistent. They hold it utterly preposterous to suppose that manufactures and commerce can do any better benefit from legislation; and argue that, after the removal of all acts, the best that Government can do for trade is to let it alone. The wide and sweeping theory of non-interference of the State, carried to its most possible limit, includes of course the doctrine that no attempt should be made to build up a nation's manufactures by means of Protection. Coming

down from the theory and doctrine to practical instances, we find Mr. Bismarck opposing the Free Trade acts on the ground that Government has no right to limit itself between employers and employed, except to enforce performance of contracts; and at a later period we find the same illustrious apostle of Free Trade declaring that, in taking measures against adulteration Government was exceeding its duty, inasmuch as adulteration was merely a form of competition, the regulation of which, he contended, was something that the State should not attempt at all. Here we have the statesman giving practical expression to the theory of the philosopher. But against even such great names as these some that should command respectful attention may be cited. We make but one reference at present—to the late Sir ARTHUR HAYES, a man who had the double gift of a philosophic mind and keen practical insight. We quote from the third chapter of his work entitled "Thoughts upon Government":

"It is an opinion of some people, but, as I contend, a wrong and delusive opinion, that, as civilization advances, there will be less and less need for government. I maintain, that, on the contrary, there will be more and more need. It is a melancholy fact, but it is a fact, that civilization is mostly attended by complication. And, moreover, it is attended by diminution of power, as regards individual effort. I always like to strengthen an abstract statement by some concrete illustration. Now, take lighting, for instance. There was but little occasion for government regulations when the lighting of each particular house in great cities entirely depended upon the owner of that house. But now, when the lighting, not only of public streets, but of private dwellings, is chiefly effected by four or five great centres of lighting in a town, the whole of this function has entered into the domain of government, for no one private person has power enough to regulate the matter for himself, or can in any way insure that the quality of his light shall be what he desires. A similar course of argument applies to several of the primary necessities for the well being and comfort of human life. Water supply, drainage, sewerage, means of locomotion, all enter the same category. . . . One of the principal consequences of civilization is the division of labor, and that division, though no doubt a great benefit to the commonwealth, deprives each laborer of power over those departments of labor in which he is not concerned as a laborer. His interest, therefore, in those other departments, properly and legitimately goes to the State. And practically he will find that his only influence over them will be through the influence he can exercise upon the government. It is not only in these material things that the same law applies. The individual will find that, in the greater matters of government, advancing civilization has uniformly deprived him of some personal power and influence; and that he has, it may be unconsciously, surrendered some of those functions, which would have been his under a simpler form of life and manners, to this absorbing creature called government. If he wishes Art or Science to advance, not being an artist or a scientific man, he will find that the only mode, or, at least, the chief mode of action that he can adopt, is through government. Again, advancing civilization has not rendered it easier for the individual to deal with the foreign or colonial markets which concern him. Throughout the world, its progress has only tended to complicate these matters, and rendered it more necessary that those bodies, called governments, should give ever-increasing attention to those interests which they alone can deal with. Moreover, the holding of property has not become more simple in its nature as civilization has advanced, and has not given government less to do, but more to do, in order to protect the various interests to which it should give fair play. Property, as great jurists declare, is but a creature of the State; it must not be allowed to become a noxious creature to the general community. I am persuaded that any man who will give a large circumspection to this branch of the subject will be ready to admit that advancing civilization has provided, and will continue to provide, more work to be done by the government of each nation. I am well aware that the foregoing remarks may be held to indicate the advantage of a form of government which is not approved of by many persons, who, moreover, think we have outgrown it, but which, on the contrary, I hold to be one that we must advance into, rather than recede from. This form of government is called paternal government. . . . Amongst a free people, the danger is not of too little governmental interference, rather than of too much. . . . There are people who theoretically declare that they desire the least possible governmental interference in all their affairs; but when any calamity occurs, or when any great evil, socially speaking, comes to the surface, and is much talked about, these same persons will be found joining in the cry that government ought to have foreseen this—ought to look to that, and, in short, all of sudden when it is too late, they are willing greatly to extend their views with regard to the proper functions of government. I mean the conclusion, from all that I have said in this chapter to be, that paternal government, as it is called, should be welcomed rather than abjured; and that we may be certain, in a free country, that limits will be put to its action, falling short of, rather than exceeding, those which are required for the welfare of the people governed." Sir ARTHUR HAYES evidently had a glimpse of what was coming when he put the means of locomotion among the matters with regard to which the individual is powerless to protect himself and must depend upon the government to do it for him. In England, the Government Railway Commission has considered many old abuses, and has proposed in the last many more that were just beginning to be developed; so that there the people have had a light experience, comparatively, of the tyranny of great railway companies. But what would he have said had he lived a few years longer, and had the subject of the American people to FAY and LE and GORP come into his observation?

We fancy that he would have seized upon the illustration and made it tell and would have reaffirmed in much stronger language his main proposition. What he says about the division of labor as a concomitant of civilization makes a good point, in these days of a specialty for every man, and every man for his specialty, no power short of that of the Government can protect the interest of the individual in the "division and one thing with regard to which" he can do nothing for himself. Our author lays it down that if the individual, not being artist or man of science, wishes Art or Science to advance, he must depend mainly upon getting the Government to act for him in the matter. Here it seems easy to take the next step, and to say that if the individual, or any number of individuals, wish the country's manufactures and its active producing capacity generally to advance, the same *deus ex machina* must be invoked. How progress gives birth to new complications in matters colonial is easily seen. As long as Canada was merely a backwoods country, with little or no manufactures to speak of, the question of Protection or Free Trade, as affecting the interests of the colony and the parent State, respectively, was unknown. But mark what the progress of the colony brings about. Manufactures arise in Canada, the people begin to feel an interest in them; there is a demand for Protection in order that they may be still further developed, and, presto!—there is a new colonial question upon the boards. So true it is that the march of civilization and progress creates new questions and new complications, causing, as Sir ARTHUR HAYES argues, more need of Government interference, instead of less need, as theorists of the other school erroneously maintain. When he speaks of property as declared by great jurists to be a creature of the State, which must not be allowed to become a noxious creature to the community, he anticipates the powerful and piercing argument of Judge BLACK, of Pennsylvania, respecting the indefensible right and title of the State in railway property, which recently we published in these columns. "Paternal government," of which there is, undoubtedly, in some respects, too much on the continent of Europe, is a favorite subject of ridicule with British writers, especially the political economists. But if the continent has in some things too much of this kind of government, the developments of the time are teaching the British people, by hard knocks, that to have too little of it is not a blessing. What may truly be called giant evils are rising up in the land, and John Bull will have to sweat and suffer under them until he comes to himself sufficiently to recognize how very necessary that "paternal government," which he has so much laughed at, is becoming, amid the appalling complication of interests which is being developed along with civilization and progress. From the numerous new afflictions which he has to suffer, no power less than that of the strong arm of the State can bring relief; and, after having vainly tried many other resorts, to this power he will have to appeal at last. Take this instance: The abuses connected with the water supply of London become so intolerable that pressure of public opinion drives the Government to form a scheme for buying out all the water companies at once, and so bringing relief to several millions of people. But when details come to be settled, it is found that the companies cannot be bought out short of paying them twice what their plant and property is actually worth. Parliament gives signs that it will not sanction such gigantic, gratuitous waste, and the scheme has to be dropped. But is it reasonable that, standing against the London water companies, the Government of a great nation should be paralyzed, and powerless to give the relief which the people cry for? Shall we not some day see the Government armed with power to expropriate, for the good of the people, the property of corporations, at the just and full rate of twenty shillings in the pound, and not at thirty or forty shillings, as demanded? It is not reasonable that the Commonsense should be powerless to help itself; but still, as we say, John Bull will just have to sweat and suffer for it, until he quits himself of his British prejudice against paternal government." This kind of government, says Sir ARTHUR, "I hold to be one that we must advance into, rather than recede from." The prophecy will prove a true one: every year that sees a new something done towards its fulfillment. With regard to the danger of paternal government being carried too far, Sir ARTHUR HAYES makes a most important distinction. He says truly that amongst a free people the danger always is of too little governmental interference, rather than of too much. In Germany, under a monarchical military Government slightly tempered by the influence of a debating society called the Reichstag, the danger from too much of

the "paternal" is obvious enough. But the case is very different in England, where at every turn the Government of the day has to reckon with a real, live Parliament and a live public opinion. This living public opinion, both in and out of doors, is abundant guarantee against any "undue zeal" and too much meddling on the part of the Government. With the march of civilization and the multiplication of "modern improvements" generally, new evils arise in our midst much faster than any Government, subject to real Parliamentary control, will be disposed to attempt remedying. We, therefore, living under the British constitution, may safely give the Government very large new powers to deal with those new evils, which were wholly unknown to our grandfathers—without any fear of these powers being abused. With us the danger lies all the other way, and we shall be wise to recognize the important truth. And it must be said that, much as the truth is derided in print by British theorists, British statesmen appear to have had within themselves some sort of a practical consciousness which in certain cases has been strong enough to overrule the theory for practical purposes. The ownership of the telegraphs by the State, and the existence of the Railway Commission, form part of the very practical kind of tribute which British public opinion, under the relentless compulsion of circumstances, has to pay to a truth which in theory it repudiates. How long may it be, pray, ere the same relentless power shall have extorted even a larger measure of a similar tribute from the people of the United States? Not very long, we should imagine. JAY GOULD and VANDERBILT have been going their gait very rapidly since the war, they have now advanced a long way, and people are beginning to ask whether they are not drawing near to the "end of their tether." The mercantile will soon be up in arms against the projected telegraph monopoly, as the Grangers already are against the railway companies. Is Canada meanwhile, an uninterested spectator of what is going on, with regard to railway and telegraph companies, in Great Britain and the United States? By no means: we have our great railway problem still to work out, and the telegraph problem is imminent upon us, too, if current report be near the truth. But, having said so much on the general question, we think it best to take a separate article, in which to deal with the present particular question affecting the Dominion.

### THE NATIONAL RAILWAY AND NATIONAL POLICY.

What do the signs of the times indicate, with regard to the ownership and control of railways, telegraphs, and works of that kind, now mostly in the hands of incorporated companies? They indicate, as we believe, and as we have elsewhere endeavored to show, that the time is drawing near when the Government of each and every civilized country will be compelled, in justice to the people and for the safety of the State, to assume the ownership of all railways and telegraphs. At the very time when this necessity of the near future begins to loom up largely before nearly all observing men, we are about to hand over to a company our great national railway, already well commenced by the Government. According to the true spirit and essence of National Policy, this is like putting the sun ten degrees backwards on the dial; it is a concession to the evil genius of Free Trade and laissez faire, where we should have looked instead for the carrying out of the idea of the nation as a Commonwealth, with the Government as manager. But it is idle to blame the Government of the day for what is now as good as done. Both parties—Government and Opposition alike—stand committed to the policy of having the Canadian Pacific Railway built, and owned, and run by a company; and, as far as this is concerned, neither of the two can throw stones at the other. The Industrial World is not a political journal, and it takes sides with neither party. Its mission is, irrespective of political parties, to advocate the great principle of National Policy and Protection to home interests in competition with foreign interests. It claims to be the exponent of an idea—the advocate of a principle—but it does not betwixt either the advocate of one political party or the opponent of another. If either party carries out that idea, or makes as far an attempt to do so in circumstances will permit, then the policy of that party we must support, in order to be consistent with our profession. It, on the other hand, either party declares for Free Trade, or against that measure of Protection which we deem necessary for this young country, situated as it is between two fires of competition—from England and the United States—then the policy of that party we must oppose tooth and nail. We

Place ourselves on the straight line of National Policy and of National Policy by influence to either political party, then we could that party must agree to do that.

endowed with extraordinary privileges, and what follows? This, namely, that the Company... so to speak, taken the Queen's shilling, has done the Queen's uniform, and is held to the Queen's service.

THE NEW SYNDICATE.

About ten days ago rumours were current that a new Syndicate for the construction of the Pacific Railway had been formed. They turned out to be accurate. On Friday of last week their proposals were laid before the Government.

A GIGANTIC TELEGRAPH MONOPOLY.

If what is stated in one of the latest New York despatches be true, it is highly probable that the American people will be anxious ere long to follow England's example, and make all telegraph lines the property of the Government—that is, of the nation.

number of his friends. Another despatch puts the capital stock of the new company at \$300,000,000, of which the Western Union takes \$200,000,000, the American Union \$100,000,000, and the Atlantic and Pacific \$20,000,000.

A BEET SUGAR ENTERPRISE ABANDONED.

It appears that the Beet Sugar Company of Portland, Maine, has ceased operations, and is now removing its machinery. The farmers found they could make nothing on raising beets to be delivered at the factory at \$3 per ton, the company could not afford to give any more, and so the experiment has come to an end.

THE "ANTI-BRITISH" TARIFF.

We may wonder what is now passing in the minds of those old country manufacturers who have denounced the Canadian tariff on the ground that it would shut this market against British goods.

Table with columns: Values, Quantities. Rows: Carpets, Woollen and worsted manufactures, Cotton goods, Linen goods.

It may be said, what good does all our protection do us, if our imports increase, thereby sending more money out of the country? The question has never been answered at length before, and we may as well try to answer it again.

EXHAUSTING THE SOIL.

During some years past the large and annually increasing export of wheat from California has been a matter of wonder to people at a distance, but now it seems that the turn of the tide has come.

EDITORIAL COMMENTS.

The gold mines of the Pacific Slope paid dividends last year to the amount of \$5,000,000.

The production of petroleum in the Pennsylvania oil fields last year was the largest in their history—62,600 barrels per day.

The bank statement for December shows the subscribed capital to be \$62,000,000, paid up capital, \$20,000,000, notes in circulation, \$17,000,000, total liabilities, \$121,471,722, total assets, \$122,537,574.

The State of Missouri has now 4,007 miles of railroads in operation, 339 miles were built during the year 1880. The number of miles of steel track laid down during the same period was 500. The earnings of the roads was \$21,000,000.

It is announced that operations at the Halifax Sugar Refinery will not commence before about the first of March. There has been some delay in portions of machinery ordered from local manufacturers. The refinery will commence with the new crop.

According to the annual report of DeW. Wiman & Co. the failures in the United States during the last six years were as follows:

Table with 4 columns: Year, No. of Failures, Liabilities, Year, No. of Failures, Liabilities. Data for 1875, 1876, 1877, 1878, 1879, 1880.

The new treaty between China and the United States on the vexed immigration question provides that in the case of China laborers the Government of the United States may, should the interests of that country be affected, regulate, limit or suspend immigration, but may not absolutely prohibit it.

The report of the comptroller of the State of New York shows the taxable property of the State to be \$2,637,699,325. Of this \$2,315,400,526 represent real and \$322,298,799 personal property.

General Grant has been elected President of the International Exhibition to be held in New York in 1883. The Chicago Journal of Commerce says the project is not cordially endorsed by eastern manufacturers.

A meeting of the Moncton, N.B., Town Council held on Friday last, it was resolved that exemption from town and school taxes be guaranteed any company undertaking the manufacture of cotton or woolen goods in the town of Moncton.

Recent returns show that the approximate value of vessels of all nationalities, with their crews, lost during the year 1880, was no less than \$68,327,000, including British property \$47,495,000.

On the 3rd of January, at the Boarded Petty Sessions, the South-Eastern Railway Company was summoned for an alleged infringement of the 65th article of the Privy Council Order, December 15, 1879.

sheep were not put into that. A fine of £20 and costs, £2 1/2, was imposed, the court intimating that a heavier penalty would be inflicted on a second conviction.

The importations of Japan from all foreign countries for the four years ending last year were—1876-77, \$2,225,324, 1877-78, \$2,815,204, 1878-79, \$2,434,113, 1879-80, \$2,124,979.

Reviewing the business of the year 1880, in England, the Pall Mall Gazette says—The year 1880 leaves trade in this country sound. Bad debts have not been formidable nor many. Bad bills are not plentiful, and 'finance paper' has not yet been largely created by new adventurers and new companies.

FOREIGN COIN

Table of Values as Issued by the Treasury Department.

Washington, Jan 3.—The circular of the Secretary of the Treasury of January 1, 1881, proclaiming the estimation made by the Director of the Mint of the value of the standard coins in circulation in the various nations of the world, changes the values of the following coins from those proclaimed by the circular of 1880 as follows: The florin of Austria is reduced from 41.3 cents to 40.7; the boliviano of Bolivia from 83.6 to 82.3; the milreis of Brazil increased from 64.6 to 64.0; the peso of Ecuador reduced from 83.6 to 82.3; the rupee of India from 39.7 to 39.

THE LIGHT OF THE FUTURE.

Messrs Post & Co., of Cincinnati, a few days ago gave an exhibition at their warehouse of Maxim's new electric light. The test was witnessed by a number of prominent business men, and was a signal success.

The American Dairyman gives the information that the dairy industry of the United States requires an investment of over \$1,300,000,000, and over 350,000,000 lbs. of cheese, and 1.5,000,000 pounds of butter, are made annually.

GENERAL COMMERCIAL NOTES.

The consumption of beer in the United States has more than doubled since 1870. In 1870 it was 6,574,000 barrels; in 1880 it was 14,347,000 barrels.

An electric light for locomotives will soon be tried on the Cleveland and Pittsburgh railroad. The power will be furnished by a small engine placed behind the smoke stack and furnished with steam from the main boiler.

Many of the flour mills in Berlin, Germany, are reducing their production. The reason for this is, the high price of rye, which precludes all possibility of profit for those mills grinding rye only, without the admixture of wheat or maize.

There is an agitation at present in Austro-Hungary for government protection against the competition of Germany. The condition of the Buda Pesth flour trade can be explained from the fact that only three of the local mills are able to declare any dividend for the current year.

The Brush Electric Light Company, of New York, was incorporated in September, 1880, with a capital of \$100,000. The company hold the right to manufacture and sell the light on Manhattan Island.

During the year 1880 payments amounting to \$50,000,000 were made by exchange through the clearing houses of the United States, and the payments by cash amounted to about \$3,000,000,000 of the whole amount 73 per cent, was paid through the New York Clearing-House.

Messrs Patterson & Rablolin, of Toronto, are now building a new foundry on Queen street, Toronto, which they expect to occupy about the middle of February next, when they will extend their business operations, their present premises being too small for the requirements of their increasing trade.

The K & P RR. is bringing between fifty to eighty tons of iron ore daily to Kingston from the Levan and Mississippi mines. The ground in rear of the Market Battery is all being rapidly covered with it. There will be a good deal for vessels in the spring to carry the ore to the American side.

A flour mill in Vienna, Austria, built about nine months ago, was recently burned to the ground. Large quantities of grain and flour stored in the warehouse connected with the mill were destroyed.

New York and Wisconsin produce the greater part of the Limberg cheese manufactured in the United States, which amounts to thousands of tons. It costs less than half the price of the imported article, and is more profitable than any other cheese, because more weight is obtained from a given quantity of milk, and better prices are realized.

Messrs Bowering & Archibald, New York, announce the formation of a new line of freight steamers under the title of Quay Side Line, to ply between this point and Newcastle-upon-Tyne.

The St John's (P.Q.) Advertiser says that Mr Stephen Jones, of Sabreville, has done a big business these few months past in shipping fowls, lambs, etc., to the United States. Since the 12th July last, he has exported 12,000 geese, 3,500 turkeys, 3,500 ducks, 1,200 lambs and 25 horses at an aggregate value of \$15,000.

The excess of exports over imports in the United States for the month ended November 30, 1880, was \$35,894,310; for the month ended November 20, 1879, \$28,388,794; for eleven months ended November 30, 1880, \$141,361,002; for eleven months ended November 30, 1879, \$230,279,987.

Austria-Hungary's trade in flour is somewhat reviving now, but the record of the imports and exports of the first nine months of 1880 is very discouraging for the Hungarian mill companies.

Germany annually consumes 7,300,000 tons of rye, the staple food of the working classes being rye bread. The annual rye crop is 6,100,000 tons, but this year it is only 6,200,000 tons, so that the country must import 1,100,000 tons costing 357,000,000 marks, or \$89,220,000.

The firm of F Dyer & Co., Toronto, electrotypers and stereotypers, established three years ago, have worked up a very successful business, and orders are now being received from all parts of Canada.

A correspondent of the Revue Agricole, at Paris, notes the recent extension of the imports of American flour and advocates the raising of the import duty on American flour to a point where it will compensate the French miller.

Official private business-makers, it is estimated that there are now in France close upon 400, with a production worth 15,000,000 fr.

Messrs Wells, Fargo & Co's annual report of the previous metals produced at of the Missouri River, including British Columbia and the receipts in San

Francisco by express from the west coast of Mexico, aggregated—Gold \$3,522,187, silver, \$1,000,000, lead, \$777,000, copper, \$220,000. Colorado leads with a total of \$21,244,000. California follows with \$18,250,000, Nevada, \$15,000,000, Utah, \$12,000,000, Arizona, \$1,472,441.

Messrs R R Warren & Son, manufacturers of church organs, Toronto, are just completing a large organ for the Olivet Baptist Church, Montreal, which when finished will be a very handsome appearance.

For the year ending Aug 31, 1880, Great Britain imported 1,100,000 bushels of wheat, including flour reduced to wheat of which the United States furnished 910,000 bushels.

Those who have closely watched the salmon in these parts for the past year or two relate some curious things. One is that small salmon are seldom found in our spawning rivers, and that while a few salmon can be easily obtained in the St Lawrence River and Lake Ontario streams, that the waters are so scarce, enough cannot be got to put in the hatcheries.

The countries which will export wheat this year are the following, with the estimates of the quantity likely to be supplied by each. Chili will export from 3,000,000 to 6,000,000 bushels, Austria from 10,000,000 to 12,000,000, Egypt about 6,000,000, Algeria about 1,000,000, British India between 10,000,000 and 12,000,000, Danubian Provinces about 14,000,000, Turkey about 8,000,000, Austro-Hungary about 8,000,000, and the United States about 180,000,000, of which 180,000,000 will be for Europe and about 20,000,000 for South America, Central America, West Indies, etc.

The Thompson & Williams Manufacturing Co., of Stratford, which has lately been in difficulties, is being reorganized, and is now in a position to carry out all future engagements. They are at present devoting themselves to the manufacture of the "Brown Automatic Cut-Off Engine."

In 1865 some English merchants endeavored, though unsuccessfully, to establish a cotton factory near Shanghai, but about two years ago the proposal was again brought forward to start a company of English and Chinese shareholders, with the object of manufacturing shirtings for the interior.

Messrs James Watson & Co., iron merchants, Glasgow, in their annual circular, report as follows:—Consumption.—Here we have a gratifying increase of 22,000 tons Scotch and 20,000 tons of English pig iron. Foundries have taken 187,000 tons Scotch and 212,000 tons English, as against 155,000 tons Scotch, and 220,000 tons English in 1879.



TORONTO PRICES CURRENT.

Table of Toronto prices current, including sections for Groceries, Hardware, and various commodities like flour, sugar, and oil.

PAINTS, ETC

Table listing prices for various paint products and related materials.

PETROLEUM

Table listing prices for petroleum products such as kerosene and oil.

WOOL

Table listing prices for different grades of wool.

HIDES AND SKINS

Table listing prices for various types of hides and skins.

LEATHER

Table listing prices for different types of leather goods.

PRODUCE

Table listing prices for various agricultural products and grains.

GRAIN

Table listing prices for different types of grain.

PROVISIONS

Table listing prices for various food provisions.

SALT, ETC

Table listing prices for salt and other related items.

BOOTS AND SHOES

Table listing prices for various styles of boots and shoes.

LIQUORS

Table listing prices for various types of liquors and wines.

Advertisement for Winans & Co. located at 18 Church St., Toronto, featuring a list of wool products and their prices.

WEEKLY REVIEW.

Weekly Review text discussing market conditions, including sections on Stock Market, Flour, Hardware, and Wool.

TELEGRAPHIC BRIEFS.

Telegraphic Briefs text providing news from various international locations, including London, Edinburgh, and other global events.

TORONTO'S EXPORT TRADE.

Table showing Toronto's export trade statistics, including a list of articles, quantities, and values.

Additional text related to Toronto's export trade, including mentions of the Ontario Rolling Mill Company and other industrial news.

A HIGHLY SENSITIVE THERMOMETER.

Advertisement for a highly sensitive thermometer, describing its features and accuracy.

SCIENTIFIC AND PRACTICAL.

ENGINEERING INVENTIONS.

Messrs T. A. Trumble and Joseph Mahony, of Chicago, have patented an improved car coupling...

Mr. William F. Walker, of Erie City, Pa., has patented an improved clevis for well-tubing...

An improved engineer's level has been patented by Mr. Michael L. Lyn, of Cameron, Texas...

Improvements in steam generators, designed more particularly for generating steam for heating buildings...

Mr. William J. French, of Caracas, La., has patented an improved device for securing nuts on railroad bridge, and other bolts...

HYDRAULICS.

A cheap and substantial dam may be made where timber is abundant, by laying a foundation of logs of considerable size...

What is water doing or trying to do when it falls? It is trying its best to get to the centre of the earth...

Canals or water races are cheapest if formed of gravel and puddle, particularly when the races are long ones...

TESTING STEEL BOILERS.

The commonest fault of steel boiler plates is that they are too hard, or in other words they have too much carbon in their composition...

And the sheets should be ordered about an inch larger than needed for the work...

FRICTION—ITS CAUSES AND EFFECTS.

Friction in machinery is resistance offered to motion arising from the interlocking of rotating projections and depressions in the working surfaces...

NEW USES FOR GAS.

Gas in Cleveland has been reduced in price by the company with the object of inducing a larger use of it for cooking, heating and the propulsion of motor power...

The use of lead for various purposes in connection with the millstone is to be avoided when there is even a remote possibility of the lead being ground up with flour...

The shafts of bolting reels should be of the very best material, and large enough to prevent a straining and not of using gudgeons or journals...

allowed to discharge their dust into the same receptacle. Who would it be in the case of a mill...

The quantity of gluten and starch found in flour is not constant, but varies widely, as might be inferred from the amount of gluten in wheat...

Some of our millwright friends may profit by the statement made that pencil drawings may be rendered ineffaceable by the following simple process...

Experiments made by M. Leloutre on the transmission of power by belting disclose a curious fact, namely, that while the elongations or successive increments of length become less and less...

The carbon in wheat and other plants is derived not from the soil but from carbonic acid in the atmosphere, the supply of which is kept up by combustion...

Good stock is the first requirement of a belt which is to be used for the transmission of power...

It is worthy of record, says the London Engineering of December 17, that two Atlantic cables have been successfully laid during the present year...

The Louisville and Nashville people have inaugurated a new departure by providing a short and quick route to Cuba...

A Zurich paper gives the following figures of the silk production of France in 1874...

INSURANCE MATTERS.

AGENTS' CLAIM FOR COMMISSION.

(Continued from last week.)

A case of a general agent of interest to comparative agents, and to insurance companies in particular, was before Lord Coleridge and a special jury...

More foreign insurance companies—from the leading countries of Europe—are preparing, it is rumored, to open agencies in the U. S. for purposes of business.

The following statistics of Chicago fires for 1880 are given by Captain B. S. Winkler, of the fire and marine patrol:

Table with 6 columns: Months, Deaths, Injuries, Property destroyed, Losses, and Amount paid. Rows include January through December and a Totals row.

It may be difficult to obtain money for the necessities of life, but cash is given up for the necessities. The fact to develop a curious phase in human nature...

MINING NEWS.

THE FORCE AND RESISTANCE OF RIVERS

A question which has been the subject of much scientific research, and upon the proper solution of which the working of valuable mineral property depends, is that of the disposal of the mining debris of the rivers of California. The huge masses of sand and gravel washed annually into these rivers by those operating the hydraulic gold mines of the State have brought severe injury to the agricultural interests of the lowland State...

COPPER MINING IN CANADA

(Thunder Bay Sentinel.)

Among the mineral productions of the Dominion, copper holds a very important place, and no mining district has attracted a greater share of public attention or excited more pertinent inquiry than that of the Eastern townships copper mining section.

The extracting of the metal. "Indeed," he said, "with regard to the yield of the mines, but the Henderson system of extracting, which was tried for a long time, has proved a failure, mainly because there was no market for the sulphur, from which a large portion of the profit is obtained in England. In considering the non-success of the Henderson process, however, he calls attention to the fact that at the time of its attempted use in Canada there was a great depression of trade, which affected America so much that there was no possibility of selling sulphur there at profit. Then the price of copper had fallen to a point which had never been imagined. All these things acted materially against the success of the undertaking. Within the last year or two, however, a simple process of smelting had been fully perfected, and with even the present low prices for copper the metal is extracted in a manner which he believed left no doubt as to the success of the mines. Within a month here would be opened in the Eastern townships three separate smelting works—at the Bolton, Capleton and Crown mines. Mr. McEwen expressed himself as so satisfied with the success of the process now in operation that he is confident in estimating that, if copper were only the price at current when the mines were bought, they would now be worth double the money then paid for them. He has no hesitation in saying that they will yield a good return on the capital in ordinary times, notwithstanding and in spite of the enormous sums of money which have been spent in useless works, the large salaries paid to managers, together with the current expenses of the last five or six years. The capital of the Canadian company has been taken up very quickly in Ontario, where the shares of the Toronto Company were mainly held, and immediately afterwards the large properties adjacent were acquired, yielding the same class of ore, to work which another company was formed. The promoters of the other companies were not the only believers in the success of the process if applied to Canadian ores, for Colonel Uzowski, along with the Hon. D. J. Macpherson, Speaker of the Senate, obtained an Act of Parliament for the working of the Henderson process in Canada and proposed to establish it in the Eastern Townships. In the same year in which the two companies were formed, Sir Alexander Grant, the Hon. J. Ferrier, Mr. C. J. Brydges and others made an effort to form a company with a very large capital to work two small mines in the same district—one adjoining the Bolton mine and the other in the Megantic district. But they were not successful. Mr. McEwen expressed pleasure at hearing that the Bolton mine, about which there had been so much controversy, now showed a very large deposit of ore, and promised to yield fully up to the highest anticipations. He deeply regretted that so much time had been lost in litigation, instead of developing the mine at a much earlier date, and looked for equally satisfactory results from the adjoining mine, which is the property of the Canada Copper Company as it is a continuation of the same ledge as the one which is worked by the Huntington Company. Operations will be commenced there at once, as also at the St. Francis, Carbuncle Hill and Garthby mines, at all of which places the indications are very promising. For the first time in the history of Canada, the country will be able to provide herself with copper for her own requirements, and will indeed become an exporter of the metal. There was a difficulty experienced in obtaining miners, but that will likely soon be removed. At the Hartford and Capleton mines, during the past year, some 300 hands had been employed, and the operations about to be commenced in the district would necessitate the employment of as many more. The Huntington Company, he noticed, were advertising for some 50 more men, additional to the already large force. Replying to a question, Mr. McEwen said that the successful application of the present process to Canadian ore was due to Mr. George Thompson, of the Huntington mine, and his brother, who had devoted two or three years to its perfection, the result of which he, Mr. McEwen, had just seen in the first copper produced at these works. Mr. Thompson expected, when he had secured a proper complement of men, to be able to raise one hundred tons per month of the finest lugot copper, valued at about \$400 per ton.

What success attended the result of the exploration you speak of, Mr. McEwen? The explorations of the Canada Copper Company for the last two or three years have been mainly at the Acton mine, and have resulted in the discovery of a very large amount of ore, very suitable for smelting along with the Huntington ore. A large return is expected from that mine at which a greatly increased force is to be put on at once. Continuing his explanations, Mr. McEwen urged that, as it had been demonstrated that large quantities of ore of various qualities can be obtained in the Eastern Townships, it would seem desirable that a large smelting mill should be established at some point suitable for economic supplies of coal and coke. As to the reported failure of a ledge in the Huntington copper mine, Mr. McEwen thought that the only failure was in not following it up properly, as now that operations had been resumed, they not only found the ledge again, but had found it to be greater in size and much better in quality than it had ever been before even in the best days of the mine. This ledge was said to be more than eighteen feet in width.

THE MINING PRODUCTION OF THE UNITED STATES FOR 1880

Below will be found the annual statement of the bullion and ore shipments of the region west of the Missouri River for 1880, compiled by John J. Van Antwerp, of San Francisco, Superintendent of Wells Fargo Express Company. The total is \$17,232,512, but including shipments from British Columbia and the west coast of Mexico is \$30,167,930. Colorado's product is here undervalued over \$1,000,000, and the Montana copper matte shipments to Denver, etc., valued at \$189,500, was necessarily counted in each of the totals of those sections—that is, counted twice. But here is the report.

Dear Sir: The following is a copy of our annual statement of precious metals produced in the States and Territories west of the Missouri River, including British Columbia (and receipts in San Francisco by express from the west coast of Mexico) during 1880, which shows aggregate products as follows: Gold, \$33,522,182; silver, \$49,005,364; lead, \$5,742,390; copper, \$898,000. Total gross value, \$80,167,930.

California shows an increase in gold of \$379,578, and a decrease in silver of \$360,870. Nevada shows a total falling off of \$6,968,903; the yield from the Comstock being only \$3,312,502, as against \$4,330,562 in 1879—a decrease of \$1,017,970. The product of the Eureka district is \$4,639,925—a decrease of \$1,220,236. Utah shows an increase of \$282,074. Colorado shows an increase of \$6,371,474 over our report of last year—chiefly from Leadville district, Dakota shows an increase of \$914,094. Arizona shows a marked increase.

The following is a statement of the amount of precious metals produced in the States and Territories west of the Missouri River, including British Columbia (and receipts in San Francisco by express from the west coast of Mexico) during the year 1880.

Table with 3 columns: Metal, Total, and States and Territories. Rows include Gold, Silver, Lead, Copper, and various states like California, Nevada, Utah, etc.

The bullion from the Comstock lode contains 50 42 100 per cent gold, and 49 58 100 per cent silver. Of the so-called base bullion from Nevada, 37 60 100 per cent was gold, and of the whole product of the State, 28 70 100 per cent was gold. The gross yield for 1880, shown above, segregated, is, approximately, as follows:—

Summary table for Gold, Silver, Lead, and Copper with values.

Total \$90,167,930

Bolle gold district, California, yielded \$3,003,773 74 in 1880—the largest annual product.

The Eureka Con. mine, of Nevada, produced during the first eleven months of 1880 \$1,148,303 95 from 3,701 tons and 1,934 pounds of bullion. Most of the value was silver, but gold and lead counted a goodly sum.

Among the smelters of Colorado the Boston & Colorado produced \$2,730,800 in 1880, the Golden Works \$586,044 26, the Moore Smelting Company at Golden \$504,460 62, the Malachite, Golden, \$25,000 and the Pueblo Smelter \$160,000.

The Ontario mine, of Utah, yielded 1,430,542 ounces of silver in 1880 worth, at \$1 13 per ounce, \$1,626,682 49. The sixteenth dividend, declared in December, and payable January 15, makes the total of dividends paid to that date \$3,169,000.

During the recent coal famine in the West, the Union Pacific, which owns or controls all the coal mines along its line, made every possible effort to supply the demand, and did not increase the price of coal a cent, as it could easily have done.

Further developments of a very valuable character are reported in the Silver Cord mine of Leadville, which will undoubtedly make the mine more profitable than ever. There are assays from 90 to 161 ounces of silver per ton, and from 57 to 65 per cent of lead. The Miner Boy is again producing gold-bearing ore.

The Lake Superior copper region produced 31,582 tons and 760 pounds of mineral in 1880. Of this Portage Lake district gave 28,060 tons and 1,625 pounds. Keweenaw Point 2,881 tons and 1,135 pounds, and Ontonagon 640 tons. The yield of the Calumet and Heceta mine, in Portage Lake, was 19,452 tons and 1,440 pounds.

The Canada Consolidated Gold Mining Company show that they are in earnest in proposing to go on with the operation of their mines in Mamora at an early date by advertising in New York journals for tenders for the construction of concentrating works with a capacity of 125 tons per day. They also announced that they are ready to purchase compressors, rock drills and other mining plant.

The Summit mine of Utah produced \$558,880 30 in 1880, and paid \$135,000 in dividends. During that time the mine was being extensively developed. Prof. Clark and John R. Bothwell, of the Star Grove Company, have come into the general management of the Summit, and have been elected President and Secretary respectively. President Palmer, of the Broadway National Bank, is Vice-President and Treasurer.

Twenty-seven California companies reported 155 dividends, aggregating \$5,233,000. In 1880, against \$5,378,000 by nineteen in 1879 and \$18,234,700 in 1878. In 1880 \$12,925,400 were collected in assessments from among the twenty-seven mines. These do not include all of the dividend-paying mines. The total of dividends coming from mines in each State or Territory are as follows:

Table with 3 columns: State/Territory, Dividends, and Amount. Rows include California, Nevada, Utah, Arizona, etc.

In December the smelt returned out \$30,000 worth of bullion. The company will pay the regular quarterly dividend of one per cent per month on the 10th inst. The company's mines on Columbia Mountain, near Georgetown, have paid handsomely. Since steam hoisting works have been in use the shaft has been sunk down to an 18-inch vein of heavy copper and rich galena. Above the 160-foot level of the Murry mine three sets of leases are working very profitably. The town of Idaho Springs has just completed water works at a cost of \$25,000.

RAILWAY MATTERS.

The Northern Pacific Railway Company have sold so far land which brought it \$9,089,454, and when the rest of the land is sold at \$250 per acre, it will net it a little short of one hundred million dollars.

It is expected that the Northern Pacific will be running from Glendive up the Yellowstone to Miles City next July, a distance of 769 miles. Passengers will be carried to Yellowstone Park in July of the succeeding year.

A company has just been organized in Cincinnati, with \$1,000,000 capital, to build the proposed elevated Bell railroad. The incorporators embrace the leading capitalists of the city, and they say money will not be wanting for the enterprise.

Last week a gang of men were set to work on the extension of the Kingston & Pembroke Railway from the Mississippi to the Clyde, and the road will probably be completed to the latter river during the present year. The extension is expected to be of great value in developing the mining and lumbering interests in the county traversed. A Kingston paper says that a large quantity of steel rails has been purchased for the above extension.

They have an expeditious way of paying off the employees of the Hudson River R.R. The paymaster goes over the road, paying out \$150,000 in greenbacks and gold. The train is run at its highest speed, and the pay of the flagmen between stations is put in envelopes and, attached to sticks, is thrown at the various flagmen as their shanties are passed. In this way some \$15,000 has been thrown from the pay-car as the train was going at the rate of nearly a mile a minute.

As an instance of the way in which railway companies can discriminate in freight rates the case of a manufacturer who has occasion to send goods to Manitoba is given in a Montreal journal. He pays from Montreal to Chicago, 848 miles, \$50 per car; from Chicago to St. Paul, 440 miles, \$30; and from St. Paul to Winnipeg, 400 miles, \$180, in all \$300 per car. No one need be told the reason the rate is so low from Montreal to Chicago and so high comparatively from St. Paul to Winnipeg is that there is keen competition in the one case and none in the other.

The American Manufacturer has authority for saying that additional orders for steel rails have been placed by the Northern Pacific Railroad Company, the whole now aggregating 54,000 tons. It adds: "These orders have all been placed with American works, and they could not be placed elsewhere, even if the company were so minded, as the franchises granted the company by the Government were partly conditioned upon this requirement. The company has also given to Messrs. Dilworth, Porter & Co., of Pittsburgh, an order for 22,000 kegs of railway spikes, which are to be delivered during the coming spring and summer. The company will spend for material and labor during the year 1881, from \$1,000,000 to \$1,000,000. An officer of the road remarked to us that if the people had voted for a tariff for revenue only at the late election the company would not be in a condition to spend so much money as it will expend during the next two years."

The statistical returns of the Russian Ministry of Ways and Communications give the following interesting information on the breakages of steel rails on Russian railways during 1879. Up to January 1, 1880, on all the lines, the length of which amounted to 14,019 miles, 9,739 miles of steel rails had been laid. The total length of the Russian railways, taking in consideration station sidings, was in 1879 19,200 miles, and the breakages of steel rails during that year were as follows:—

Table with 3 columns: Months, Number, and Total. Rows include January, February, March, April, May, and Total.

The best rails, judging by the small quantity broken, were of English manufacture, namely, those from Messrs. Brown, Bayley & Dixon, Sir J. Brown & Co., Cammell & Co., and the Barrow Hematite Iron and Steel Company.—Exchange.

Government ownership and operation of railways is not proving such a success, even in the monarchial countries, as to warrant its extension. Out of the total of 19,612 miles of railway in Germany, the State owns and operates 12,287 miles. The fact that those who operate these lines have no personal interest in the result is found to be a detriment, and the plan is to be tried of appointing central and district railway councils consisting of representatives of the government, and of the various provinces and members of Parliament. By this means it is hoped that the wants of the various districts may be made known and provided for; but it certainly will not supply that motive for improvement which arises from the hope of personal profit. In Belgium the State lines have been worked at a loss for some time. In France there is much criticism of the government's railway policy, or rather of its administration. In India, the roads owned by companies are worked on an average expenditure of 49 per cent of their gross receipts; while on the State lines, the average expenditure to receipts is 78 per cent.

The report of the Central Pacific Railway for the last six months shows revenues from all sources, \$13,600,230, disbursements, \$4,150,000; surplus, \$9,450,230, of which \$530,000 is applicable to the company's sinking fund, and \$970,000 to the United States sinking fund, leaving a surplus over all expenses of \$2,216,230. Deducting the dividend payable January 1, of \$1,778,305, leaves a surplus of \$437,925. The following shows the gross and net earnings, and dividends per cent for each year from 1873 to December 31, 1880. The earnings for November and December, 1880, are partially estimated, and the net earnings are taken at the average per cent, of the three preceding years.—

Table with 4 columns: Year, Gross Earnings, Net Earnings, and Dividend Per Cent. Rows include 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880.

MONTREAL PRICES CURRENT.

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

Table of Drugs and Chemicals, Window Glass, Corks, Lead & Paints, Oils, Naval Stores, Candles, Iron and Hardware, and Tin Plates. Includes items like Soda, Potash, Glass, and various metals.

Table of Leather, Boots and Shoes, and Raw Turs. Includes items like Buffalo Hide, Sheepskin, and various types of leather goods.

WEEKLY REVIEW.

Weekly Review text starting with 'MONTREAL, January 10th, 1881.' Discusses financial conditions, market trends, and local news.

Main body of text on the right side of the page, continuing the Weekly Review and providing detailed market analysis and commentary.



We make some change in price current in accordance with the facts.

Butter, E. C.—There are no changes to note in prices, the demand continues to be large and the position is strong.

Butter, W.—In butter the position is somewhat more pronounced and with a long cold winter yet to come, the situation may improve.

Butter, S.—The position is somewhat more pronounced and with a long cold winter yet to come, the situation may improve.

Butter, N.—The position is somewhat more pronounced and with a long cold winter yet to come, the situation may improve.

Wine and Liqueurs.—There are no new features in the wine and spirit business.

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Wine, and the situation is so apparent that it is an easy matter to be held.

THE HORSE MARKET

Monday, January 19th

The business in horses has been very satisfactory during the past week, showing a large increase in amount of sales and number sold.

THE HAY MARKET

Monday, January 18th

Since our last report the market has fluctuated considerably, choice timothy selling down to \$12, and immediately afterwards it moved up to \$13.

LIVERPOOL APPLE MARKET.

J. O. Houghton & Co., writing from Liverpool under date of Jan. 7th, say—This has been by far the most important article this season the arrivals to 31st ult. reaching 684,416 barrels, or 395,718 barrels over last season, and 359,200 barrels over the season before, during the same period.

ENGLISH SEED MARKET.

London, January 3, 1887.

The demand for clover seed from the country is now becoming rather more general.

JAS. ROBERTSON & CO. Dominion Saw Works TORONTO.



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

THE LUMBER TRADE.

THE BRITISH MARKETS

London.

The Timber Trade Reporter for the last week says: We are just now looking over a very dull time of the year, and all the business connected by the entered holidays of the past few days has had time to subside.

Liverpool.

The import during the past week has been quite unimportant, and so limited has the business been that it may be almost set down as nil.

In the wholesale business there is little doing, as holders of spruce deals are not now inclined to sell unless at a fair price, as the season is now closed, whilst the Canadian stocks, having cost high prices abroad, are being held with firm hands, and sellers of pitch pine, both hewn and sawn, are by no means disposed to give way from the prices they are asking.

There have been no sales of whitewoods during the past week, but the mahogany sales of the 22nd and 23rd inst. must have been fairly satisfactory to the shippers, for though the attendance of buyers was but small, it embraced some of the right sort, who, wanting wood, did not stick at a bid or two in order to get what they wanted.

Glasgow.

It is usual at this time of the year, even when trade is fairly good, that comparatively little is done for a week or two.

UNITED STATES MARKETS.

(North-Western Lumberman)

The returning buoyancy looked for after the holiday quietude seems retarded in all sections by the unprecedentedly cold weather which has marked the past week.

Our New York advices indicate but little change from former reports, but a free falling of buoyancy pervades the market, leading to contentment regarding existing quotations, and a feeling that an advance is more likely to be realized than a recession.

The position of the lumber trade at Philadelphia and at Baltimore remains unchanged. The close of last year found the dealers with a fair but somewhat restricted stock, and while the dullness at present uniformly prevailing is experienced at these points, the expectations of the future point to a trade fully equal to, if not exceeding, the ability of the dealers to apply, and should the opening of navigation be delayed longer than is usual, the yards will probably find with very light stocks poorly assorted.

are firmly held, while random or ill assorted lots are inclined to drag somewhat, and their holders do not object to some concessions in price.

Burlington Vt. Reports a fair demand for lumber, but an absence of business with a firmness of prices.

Our Saginaw correspondent reports a moderate slackening off in the trade from holiday and their cause with a good inquiry, but a scarcity of good stocks, all the choice lumber on the docks being picked up and commission men unable to fill orders.

We have often heard of losing a square hole, and in fact have seen the trick done, but we never heard of or thought that a patent would be sought for and obtained for a method of doing square turning, yet such is the case.

Early in the season it was thought that there would be much more timber hauled on the tributaries of Grand Lake during the present winter than during the past year.

DISCOVERY OF FREE SILVER IN BRITISH COLUMBIA.

(San Francisco Call, December 30.)

News comes from British Columbia to the effect that "argenteite," or native silver amalgam, has been discovered in such quantities as to warrant prosecution of the search of the source from whence the silver comes.

It has recently been discovered that a white fungus will cause fermentation in a solution of a case while it does not effect that of a sugar.

A correspondent writing to the Pall Mall Gazette says:—Irish marriages, if not in the usual way, are at any rate imprudent. The amount for income tax for 1871 and what was found:



HUDSON BAY COMPANY'S PUR REPORT

At a meeting of the Hudson Bay Company the following report was submitted:— As regards the fur trade, the committee report that in July the finer kind of furs from the western department which were brought home by way of Panama, were sold at an advance of fully 10 per cent upon the price obtained at the spring sale.

ANTIQUITY OF TRADE MARKS.

The question has been asked somebody, "How old are trade marks?" who answers it by saying that they seem to be nearly as old as the industry of the race. Ancient Babylon had property symbols, and the Chinese claim to have had trade marks 1,000 years before Christ.

RESPONSIBILITY OF EMPLOYERS

While a boy of sixteen was at work upon a printing press in the press room of a New York paper the press was unexpectedly started. The boy sprang back from his dangerous position, and in so doing tipped over the bench he was standing on, causing him to fall against another press, which caught his arm and injured it so as to make it for ever useless.

THE MAN WHO CANT.

In any shop probably the most provoking and pleasurable figure is the man who can't. Whenever work is to be done, something usually has to be left to imagination, something for invention, something for experience, and something for skill to accomplish.

PAUL AND BALL

[Hudson World, December 9.] [The Morning Post announced simultaneously on the 10th inst. that the Duchess of Westminster was dying, and Baron Ferdinand de Rothschild giving a ball to Piccadilly.]

When death, to set a bucketer free, In vulgar ears his summons utters, The retail reason who dust our tea, In sympathy put up their shutters.

The guests upon the broad cardcase No grain of meal do they see, The urns are only up for tea: The fish-bellies are not at the tea.

The friends are there, trying, but true; If not to be chosen, at least to be chosen; Ribbed by every wandering Jew From Paddy into Popen.

The trucking tuff, who alread "Her Grace" On all and every occasion Place-hunters, who enter and a place Below her ball an exaltation!

Doomed, tosing out her last dark hours In her hands haven, green and hilly, She heard, perhaps, at Syracuse Towers The "Carmen Waltz" in Piccadilly.

For pleasure's round should never pause, Nor smile, she's not weary, labor; And death is not a thing that aces Her sex—at least, not in a neighbor.

HOW HE USED HIS "PI"

In his youth Sir Richard Phillips edited and published a paper at Leicester, England, called the "Herald." One day an article appeared in it headed "Dutch Mail," and added to it was an announcement that it had arrived too late for translation, and had been set up and printed in the original.

The letters "Dutch Mail" was in reality merely a column of "pi." "Pi," it may as well be explained, is a jumble of odd letters gathered up and set on end so as to save their faces from being scraped, to be distributed at the leisure of the printers in their proper places.

One evening, before one of our publications, my man and a boy overturned two or three columns of the paper in type. We had to get ready some way for the evening, which, at four in the morning, required 400 or 500 papers. After every exertion we were short nearly a column but there stood a tempting column of "pi" on the galley.

—The British balance on April 1, 1880, was £3,273,428, and the total to the 18th inst £3,620,799. The balance on April 1, 1879, was £3,915,786, and the total to December 18, 1879 £5,313,118.

—Since 1821, it is calculated in some lately published a carefully prepared statistics that at least 3,000,000 Germans have emigrated, and of these 3,000,000 have gone to the U. S. and States.

—Baron Kolb the great German statistician says that in Bavaria, out of 1,000 children born alive there died of legitimate children 248 boys and 212 girls; illegitimate, 301 boys and 312 girls.

—A New Orleans invalid bought six bottles of a patent medicine, warranted to cure the disease from which she was suffering. A notice was printed on the wrapper that the money would be refunded if, after following the directions implicitly, a complete cure was not wrought.

POSTAL TIME-TABLES.

Post Office, Ottawa. Canada Central Railway ARRIVAL AND DEPARTURE OF MAILS.

Table with columns: MAILS, Close, Delivered. Lists routes like Eastern-Mont., Quebec, Maritime Provinces, etc.

Registered matter must be posted half an hour previously. Office hours from 8 a.m. to 8 p.m.

Post Office, Montreal.

Table with columns: DELIVERY, MAILS, CLOSING. Lists routes like ONTARIO & WESTERN PROVINCES, QUEBEC & EASTERN PROVINCES.

LOCAL MAILS. Deschambault Route, Boucherville, Contrecoeur, etc.

UNITED STATES. Boston and New England States, except Maine, New York and Southern States.

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

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

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

RAILWAY TIME TABLES.

On and after MONDAY, 21st JUNE, trains will run as follows:— LEAVE OTTAWA. Western Express Train, making close connection with Grand Trunk Railway for Toronto and all points West.

On and after THURSDAY, 10th JUNE, 1880, trains will run as follows:— LEAVE OTTAWA. For the East, West, South and South-East 11:15 a.m. For the East 12:30 p.m. For both East and West 10:30 p.m.

ST. LAWRENCE AND OTTAWA RAILWAY. On and after THURSDAY, 10th JUNE, 1880, trains will run as follows:— LEAVE OTTAWA. For the East, West, South and South-East 11:15 a.m.

Q. M. O. & O. RAILWAY. COMMENCING ON Wednesday, June 23rd, 1880, trains will run as follows:— Mixed, Mail, Express. Leave Hochelaga for Hull 1:00 a.m., 4:30 a.m., 6:15 p.m.

INTERCOLONIAL RAILWAY. SUMMER ARRANGEMENTS, commencing 14th June, 1880. Through Express Passenger Trains run daily (except Sunday) as follows:— Leave Point Levis 7:30 a.m., 1:00 p.m., 7:30 p.m.

TO BREWERS AND MALTSTERS. The undersigned, having enlarged his storage capacity, and put in an Elevator, which is the largest and best in the County, is prepared to purchase on Commission, Barley and other grains for Maltsters and dealers.

TO CAPITALISTS. A BEAUTIFUL SITE FOR A LARGE MALTIN ESTABLISHMENT in the heart of the celebrated Bay of Quinte barley district.

PETROLEUM.

THE PETROLIA MARKET.

Could very quiet—\$1.00 may be quoted as being the average price. Returned reasonably active, but until the action of Parliament in regard to the loan in America and a uniform system of testing arrived at, the whole business will be unsatisfactory.

Table with columns for Crude, Refined, and other petroleum products, listing prices and quantities.

THE BRITISH MARKETS.

AGENTS BROWN & CO'S PATRONAGE REPORT. LONDON, Jan. 31st, 1911.

Refined Petroleum Oil—Since our last issue of the 20th ult., notwithstanding the Christmas holidays, a large business has been done on spot and for January delivery, for the most part at declining prices.

To-day's market closed steady, spot 9 1/2 to 10 1/2. Naphtha—Steady. Coal Oil—Has followed the fluctuations of Petroleum.

Table showing prices of refined and crude petroleum oil in London and New York for 1911 and 1910.

Table showing coal oil prices for refined and crude oil in 1911 and 1910.

OIL NOTES.

Our Oil Spring friends, encouraged by the comparative success which attended the completion of a well there a short time since, are developing another. The old time excitement, which forms so pleasant a subject of conversation for the old inhabitants, can never be revived, but the infusion of a little fresh enterprise may rouse the Springs from its Rip Van Winkle slumber and stimulate a legitimate and permanent trade.

ELECTRIC LIGHT FOR THE EYES.

When the electric light first began to be used in shops, factories, and places of amusement, it was confidently asserted by its opponents that so dazzling a light must be injurious to the eye. The objection seemed plausible at first, although the light when diffused seemed to have the quality of bright moonlight, which is the reverse of irritating.

THE MONEY MARKET.

TORONTO STOCK REPORT.

Large table listing various banks, insurance companies, and other financial institutions with their respective capital and assets.

Table showing interest payable and where payable for Dominion Government stock and other securities.

Table titled 'MONTREAL STOCK REPORT' listing various companies and their financial details, including capital and dividends.

POPPING THE QUESTION. (Toronto World, Jan. 14th) One of the most extraordinary methods of popping the question that perhaps ever came under the notice of the public, took place yesterday and the day before. It has furnished a fruitful subject for laughter for a whole business street.

DOMINION TRADE REGISTER INDUSTRIAL DIRECTORY.

- CHURCH ORGANS: R. W. WARREN & SON, Toronto.
COTTON MILLS: DUNDAS COTTON MILLS CO., Dundas.
STEREOTYPERS, ENGRAVERS, ETC: F. DYER & CO., Toronto.
ENGINES AND BOILERS: G. C. MORRISON, Hamilton.
FILES: THOS. GRAHAM, Toronto.
GLOVE MANUFACTURERS: W. H. STORREY & SON, Acton, Ont.
KNITTING MILLS: S. LENNARD & SONS, Dundas.
IRON WORKS: CANADA SCREW CO., Dundas.
LEATHER BELTING: DOMINION BELT AND ROSE CO., Toronto.
PAPER MANUFACTURERS: CANADA PAPER CO. (Limited), 374, 376 & 378 St. Paul street, Montreal.

CASTORINE OILS MACHINE OILS. NONE GENUINE UNLESS BRANDED. CASTORINE MANUFACTURED BY TORONTO OIL CO. 25 SHERBORNE ST. TORONTO.

Coal Oil Chandellers, Pendants, Brackets, Table Lamps, &c. FRED. R. COLE, MANUFACTURER. Office & Showrooms, 415 & 420 Notre Dame Street, Quebec.

LEATHER BELTING. Mill Owners, Manufacturers, Iron Founders, and Hardware Trade will please notice that BARRY, SMITH & CO., LEATHER BELTING MANUFACTURERS, 594, 596 & 608 ST. JOSEPH ST., MONTREAL.

Founders' Supplies. ROOFING MATERIALS. N. R. MUDGE 197 ST. PATRICK STREET MONTREAL.

ORANGES AND LEMONS

(High Prices)

Years ago... the fruit supplies were plentiful... the oranges and lemons... the market is now... the prices are high...

Business of the wealthy... the market is now... the prices are high...

COAL TRADE

The anthracite coal trade... the market is now... the prices are high... the demand is increasing...

UNITED STATES FINANCES

Table with columns: Description, Dec. 1, 1880, Jan. 1, 1881. Rows include Six per cent. bonds, Five per cent. bonds, Four and a half per cent. bonds, etc.

THE FINANCES OF EUROPE

Table with columns: Country, 1880, 1881. Rows include Germany, Austria-Hungary, France, etc.

This increase of taxation is very great... the market is now... the prices are high...

THE GREAT BELL OF ST. PAULS

It would seem... the market is now... the prices are high... the bell is a masterpiece...

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

DUNDAS FOUNDRY AND ENGINE WORKS. ESTABLISHED 1818. THOS. WILSON, MANUFACTURER OF STEAM ENGINES, BOILERS AND ALL KINDS OF MACHINERY.

JOS. A. EGGINTON ORNAMENTAL Class Cutter 519 LAGAUCHETIERE ST. (Near end of Cote St.) MONTREAL

D. R. VAN ALLEN & CO., Proprietors of the NORTH CHATHAM SAW MILLS, CHATHAM, ONT.

WIRE ROPE. FOUND and flat hoisting ropes of best brands of Bessemer and cast steel.

B. GREENING & Co. HAMILTON, CANADA. 11-12 DOMINION CARD CLOTHING WORKS

Class Ball Castors. For FURNITURE, PIANOS, ORGANS, etc. the best and most ornamental Castors in the market.

STENCIL PLAINS. STEEL STAPLES for marking books, etc. STAMPS AND SEALS of every description. Fritchard & M'gard, 100 PARK ST., OTTAWA

PORTER & SAVAGE TANNERS AND MANUFACTURERS OF LEATHER BELTING, ENGINE HOSE, HARNESS, MOCCASINS, BALE, RUSSET, OAK SOLE LEATHERS. 133 VISITATION STREET, MONTREAL

ECONOMY OF FUEL. With increased capacity of Steam Power, by setting boilers the Jarvis method. JARVIS FURNACE COMPANY, 111 KING STREET, MONTREAL

VICTORIA MARBLE WORKS, FURNISS & SON, Dealers in and importers of the Celebrated Scotch, English & New Brunswick Granite Monuments.

VULCAN IRON WORKS John McIntosh & Son, BLACKSMITHS & MACHINISTS AND RAILROAD SUPPLY MANUFACTURERS.

THOS. SONNE, No. 177 & 179 COMMISSIONER ST., MONTREAL, Saitmaker and Manufacturer of TENTS, TARPAULINS, Waggon & Horse Covers and Oil Skin Clothing.

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

MAJOR & CIBB, MANUFACTURERS OF WIRE CLOTH AND WIRE GOODS. Importers of Railway & Mill Supplies.

DUNDAS COTTON MILLS CO., DUNDAS, ONT. MANUFACTURERS OF GREY DOMESTICS, TICKINGS, DENIMS, CHECKED AND STRIPED SHIRTINGS, COTTON WARPS, YARNS, ETC.

THE WOOL TRADE

The Boston Herald has just published a very interesting article on the wool trade... The first week of the year... The wool trade has been very quiet...

Table with 2 columns: Year (1881, 1880) and various wool trade statistics (Boston, New York, Philadelphia, Total).

In prices there is no change, and it will be seen that in recent months the wool has been light... The wool trade has been very quiet...

THE PROSPECTS OF THE IRON AND COAL TRADES

A conference of miners' delegates was held yesterday in Carrick's Hotel, Stockwell street, Glasgow... The following letter was read from Mr. Macdonald, M.P.:

for a great advance in the price of iron, there may be a moderate demand... The iron trade has been very quiet... The price of iron has been very low...

DECEMBER BANK RETURNS.

The publication of the monthly bank returns is looked forward to with very much interest... The returns for December show that the "notes in circulation" amounted to \$27,829,338...

THE RAIL MARKET DURING 1880.

The business in rails has been extraordinarily large... Prices made quite an advance, which was afterwards fully lost... The rail market has been very quiet...

to supply... The London Times... The iron trade has been very quiet... The price of iron has been very low...

AMERICAN RAW PRODUCTS

The London Times... The American raw products... The iron trade has been very quiet... The price of iron has been very low...

THE CHETICAMP COPPER MINE AND ITS PROSPECTS.

Professor Fletcher, editor and proprietor of the Cheticamp... The copper mine in Colorado would not be considered a very valuable one...

Some of the ore has been assayed... The yield is not large, but it is a sufficient body of it...

THE NAVY ON NEW YEAR'S DAY

On New Year's Day, 1881, there were 139 ships... The fleet was composed of 36,448 tons of all ranks... The navy on New Year's Day...

FERTILIZERS FOR WHEAT.

We observe much inquiry among scientific and practical men, both in Europe and in this country, on the subject of different fertilizers for wheat...

**BRAYLEY & DEMPSTER**  
WROUGHT IRON AND  
SADDLERY HARDWARE

47 & 49 King William St.  
HAMILTON, ONT., CANADA

DANWELL HOUSE, CORNHURST. This hotel is in the centre of the city, near the Town Hall and close to Post Office. Rooms \$1 per day. Comm. House Sample Rooms.

**COUGHLIN'S**  
PATENT FROST AND FIRE-PROOF  
**Iron Fence Posts,**  
For barb and other wire fences, patented in the United States and Canada. The best, cheapest and most durable fence post ever invented or used. Doing away with the digging of post holes, etc.

**ARTHUR TOOMEY**  
BLANKET MILLS  
HAPANEK

**TO MALTSTERS.**

**TIMOTHY GREENING & SONS,**  
DUNDAS, ONT.

**J. NEILL & SONS,**  
IRONFOUNDERS AND MANUFACTURERS OF

**Steam Engines, Boilers**  
AND MACHINERY FOR  
Flour Mills, Saw Mills, Breweries, &c.  
FRONT AND ESPLANADE STREETS,  
OPPOSITE QUEEN'S HOTEL - - TORONTO.

**CHAS. CHILDS,**  
MANUFACTURERS OF

**Boot and Shoe Lasts**  
DIES FOR CUTTING SOLE LEATHER, UPPER LEATHER, ENVELOPES, BOXES, CUFFS AND PAPER COLLARS. ALSO STEEL SHANKS AND GLOVE SPRINGS.

**Metal & Rubber Stamps**

**KENYON-STEWART MFG. CO.**  
Manufacturers of the finest variety of Dating, Office, Railway and Business Stamps, seals, etc., in Canada. Awarded Bronze Medal at Toronto Industrial Exhibition, 1900. Office and Manufactory.

**ALMONTE SHODDY MILLS**  
HUGH HINDS, Proprietor.

Manufacturers of all kinds of SHODDY and FLOCKS.

**The Dominion Preserving Co.**

**T. T. T.**  
BRAND  
**CANNED GOODS.**

TOMATOES, SWEET CORN,  
MARGARIFAT PEAS, BUTTER BEANS,  
SAQUEWAY BLUE BERRIES, &c. &c.

**THOMAS T. TURNBULL & CO.,**  
7 CUSTOM HOUSE SQUARE - MONTREAL.

**BRITISH AMERICAN  
BANK NOTE COMPANY,**  
MONTREAL.

**General Engravers & Printers.**  
BANK NOTES, BONDS,  
POSTAGE, BILLS & LAW STAMPS,  
REVIEWS STAMPS,  
BILLS OF EXCHANGE,  
DRAFTS, DEPOSIT RECEIPTS,  
PROMISSORY NOTES, ETC.

**GALT FOUNDRY & MACHINE SHOPS**  
**COWAN & Co.**

**Steam Engines and Boilers**  
PORTABLE AND STATIONARY.

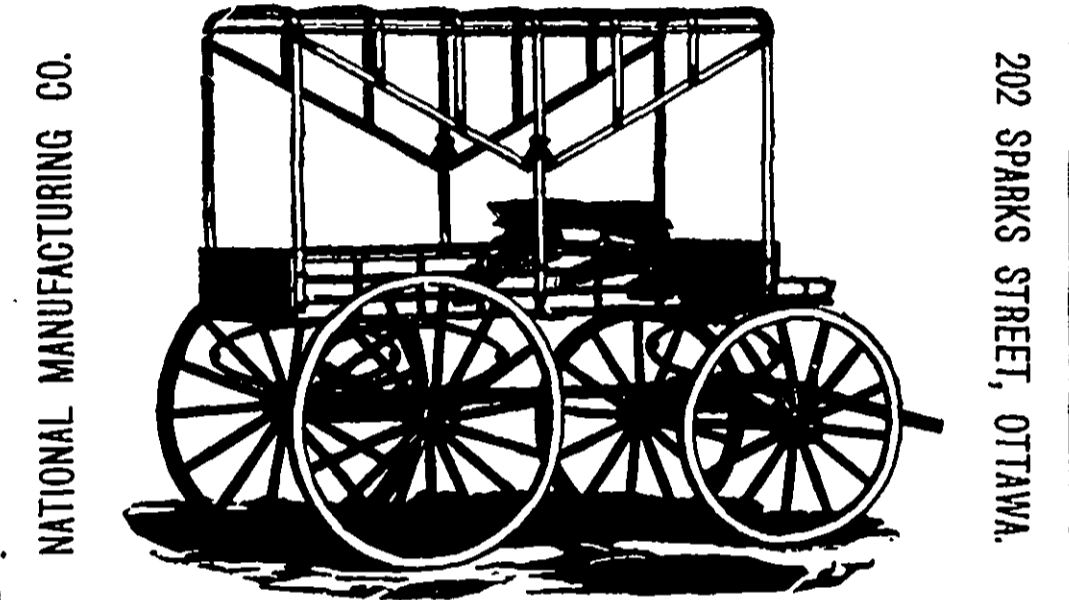
Our REVOLVING BED MOLDING MACHINE stands unrivaled, and has never yet been beaten in competition.

**Oshawa Cabinet Company,**  
**FURNITURE MANUFACTURERS**  
OSHAWA.

Highest Awards and Two Silver Medals at Dominion and Toronto Exhibitions, 1879 and 1880.

**RETAIL WAREHOUSES:**  
**97 YONGE STREET, TORONTO.**

**THE CELEBRATED**



**NOVELTY WAGGON TOP.**  
SEND FOR ILLUSTRATED CATALOGUE.

**MILLS & HUTCHISON,**  
**CANADIAN WOOLLENS,**

**WHOLESALE.**  
No. 188 MCGILL STREET,  
MONTREAL.  
BUYERS CORDIALLY INVITED TO INSPECT OUR STOCK.

**DOMINION BOLT CO.**

87 ST. PETER STREET,  
MONTREAL.

WORKS IN TORONTO.

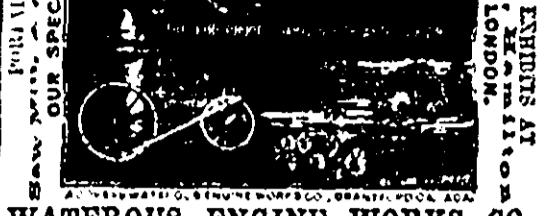
Best Norway Carriage Bolts, (capacity 40,000 per day.)  
Best Full Square Carriage Bolts, (capacity 10,000 per day.)  
Punch Bolts, all shapes, (capacity 10,000 per day.)  
Two Bolts, Capacity 20,000 per day and over, according to specification.  
Sixteen Shoe Bolts, (capacity 7 tons.)  
Hot Pressed Nuts, (daily capacity 7 tons.)  
Fancy Headed Bolts, (best iron.)  
Machine Bolts, Capacity 10,000 per day.  
Lag Screws,  
Rivets and Roof Bolts, (capacity according to specification.)  
Railway Track Bolts, square, oval or pear-shaped neck, (capacity 15,000 per day.)  
Railway Spikes, (10 tons per day.)  
Boiler Rivets, (1 ton per day.)  
Spring Bolts, from best and Norway iron.

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

**TEES, COSTIGAN & WILSON,**  
**TEA IMPORTERS,**  
AND  
**Wholesale Grocers,**  
66 ST. PETER STREET,  
MONTREAL.

**THE FIRE-PROOF  
CHAMPION ENGINE**

WATERLOO ENGINE WORKS CO.  
Brantford, Ont.



Send for Illustrated Circular.

**DOMINION  
ORGANS & PIANOS.**

Largest and most complete factory in the Dominion.  
Highest honors ever awarded to any Maker in the world.  
Medal and Diploma at Centennial, 1876.  
Medal and Diploma at Sydney, Australia, 1877.  
Gold Medal at Provincial Exhibition, Toronto, 1879.  
Highest award at Industrial Exhibition, Toronto, 1879.

We are now manufacturing Square and Upright Pianos. Best in the market.  
Correspondence solicited. Send for Illustrated Catalogue. Mailed free.

**Domain Organ Company**  
BOWMANVILLE, ONTARIO.

**Legget & Hamilton,**

And Wholesale and Retail Dealers in  
**Fancy & Staple Dry Goods,**  
And the Cheapest House in the Dominion for a choice assortment of  
Immiter, Brussels, Tapestry, Kidderminster and other  
Carpets, Oil Cloths, House Furnishings, etc.  
51 and 55 St. Joseph St., Montreal.  
(OLD ST. GEORGE'S CHURCH.)

**J. Wright & Co.**

MANUFACTURERS OF  
ART FURNITURE,  
WOOD CARPETING,  
WAINSCOTING AND  
PARQUET FLOORS.  
BANK AND OFFICE FITTINGS, CHURCH FURNITURE  
FACTORY AND BROW ROOMS  
11 to 17 Hermine St.,  
MONTREAL, P.Q.

**FILES.**  
**Dominion File Works**  
MONTREAL.

**C. Outram & Sons,**  
Manufacturers of every description of high-class  
**Files and Rasps,**  
Made from the best Sheffield cast steel, and especially adapted to the Canadian trade.  
Mill and Taper Saws put up in boxes (our own invention), which is handy and neat. We were awarded the only medal ever given for Files in Canada, at Quebec, in 1877; also obtained the only medal for Files alone at Paris, 1876.

**Glycerine**  
**MACHINE OILS,**  
MANUFACTURED ONLY AT THE  
**Queen City Oil Works,**  
TORONTO.

Every Barrel Warranted to Give Satisfaction, and will be sent  
**Freight Paid**  
to responsible parties who wish to give it a trial before purchasing.  
We also make and keep in stock all other kinds of MACHINE OILS.

**N.B.—REFINED OIL A SPECIALTY.**

**CHAS. BOECKH & SONS,**  
MANUFACTURERS OF  
Brushes, Brooms and Wooden-Ware  
80 YORK STREET, TORONTO.

We call the special attention of practical painters to our Patent Bridled Flat Brushes, and our assortment of Painters' Brushes.  
Our goods are warranted best materials and best workmanship.  
Illustrated Catalogue and Price List furnished on application.  
**DeSOLA BROS.**  
Commission Merchants  
In Provisions and Fruit, 90 and 92 McGill Street, Montreal.  
(Nearly Opposite St. Ann's Market.)  
Consignments solicited and Liberal Advances made thereon.

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BOOTS AND SHOES, VICTORIA SQUARE, MONTREAL, Q.

Benny, Macpherson & Co

HARDWARE MERCHANTS, 309, 309 and 312 ST. PAUL STREET, MONTREAL.

R. C. JAMIESON & CO.

VARNISHES AND JAPANS

OILS, PAINTS, COLORS, SPIRITS OF TURPENTINE, &c.

Hamilton Chambers, 17 St. John St MONTREAL.

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NOVELTY WORKS,

STEAM ENGINES AND MACHINERY OF EVERY DESCRIPTION.

Nazareth, Brennan & Dalhousie Sts. MONTREAL.

VULCAN BOILER WORKS.

W. C. WHITE,

Steam Boilers, Boats, Bridges, Tanks, &c. MONTREAL.

JESSOP'S STEEL

SPECIALLY GOOD FOR DRILLS AND ALL KINDS OF TOOLS.

A. C. Leslie & Co.

ROBT. DONALDSON, SMITH AND MACHINIST

BOOT AND SHOE DIES, STEEL SHANKS, PUMP ACERS, BUTTER, CHEESE, FLOUR AND SUGAR TRYERS.

ESTABLISHED 1800. LYMAN, SONS & CO.

Wholesale Druggists AND MANUFACTURING CHEMISTS. Linsed Oil, White and Colored Paints, Putty, Calcined Plaster, Land Plaster. DRUG AND SPICE GRINDERS.

ROBT. MITCHELL & CO.

MONTEAL BRASS WORKS, BRASS FOUNDERS & FINISHERS, St. Peter and Craig Streets, MONTREAL.

NOTICE to MILLERS

We have the Patent and are manufacturing the Garden City and Berler City Pulvers, Adjustable Crush Wheat Pulvers, Continual Motion Roller Crushers, Adjustable Bran Dresser, Improved Flour Packers, Harley Separators, American Hilled Iron Mills, Rolling Mills, Hoppers, &c.

CONSOLIDATED PURIFIER CO.'Y.

1 & 2 MYLES DOCK, TORONTO. STEAM USERS Attending the Exhibitions at Montreal and Toronto desirous of Investigating how to SAVE MONEY BY SAVING FUEL, and at the same time secure INCREASED CAPACITY OF STEAM POWER.

JARVIS FURNACE CO., 114 KING ST., MONTREAL.

L. Chaput, Fils & Cie.

Teas, Groceries, Wines, LIQUORS. 309, 311 & 313 Commissioners St., CORNER ST. PETER STREET, MONTREAL.

The Best!

LIBBY, McNEILL & LIBBY'S Cooked Corned Beer and Canned Meats. For sale by all the leading Grocers in Canada.

S. H. MAY & CO.

PAINTS, OILS, VARNISHES, GLASS, Etc., No. 474 St. Paul St. MONTREAL.

P. Freysing & Co. MANUFACTURERS OF CORKS Every description of Corks on hand and out to order.

BURNELL'S



FOUR-POINTED GALVANIZED STEEL BARB WIRE FENCING.

There are now before the public a number of Four-Pointed Barbs, which to the casual observer, are similar in appearance to the Burnell Barb which we are making, but a close examination of them will show the difference and their inferiority. The Grand Trunk Railway Company of Canada give it a preference over all others, and have contracted with us for over one hundred tons of fencing for immediate delivery.

HART EMERY WHEEL COMPANY

MANUFACTURERS OF THE DETROIT EMERY WHEEL. Each Wheel strengthened by a Brass Wire Web inserted. Send for a Circular and Circulars. Hamilton, Ont. Bronze Medal and First Prize at Toronto Industrial Exhibition, 1880.

To Manufacturers & Mill Owners.

The Thompson & Williams Manufacturing Co., OF STRATFORD, ONT. Beg to draw special attention to their improved BROWN AUTOMATIC CUT OFF ENGINE, that is used as much power in the Machinery Hall at the Montreal Exhibition.

THE TORONTO Medical and Electro-Therapeutic Institution.



Physicians: JAMES ALLEN, M.D., M.C.P.S.; Mrs. JENNY K. TRONN, M.D., M.C.P.S.; E. AMELIA TERRY, M.D. assisted by educated electricians and nurses. This Institution has been several times enlarged since its opening, 3 years ago, and now offers unequalled advantages to the invalid of either sex.

TOBACCOS! New Brands for Smokers

I am now introducing the following NEW BRANDS of Tobacco throughout the whole Dominion. They are manufactured by an entirely new process, put up in neat packages, and are altogether unlike any brand in the market. I venture to say that each of them will be found a "Smoker's Paradise," and will win golden opinions from everyone capable of judging their undoubted merits over any other Tobacco.

McCOLL BROS. & Co. TORONTO,

Were awarded the FIRST PRIZE for their LARDINE and other MACHINE OILS At the great Industrial Fair, Toronto, 1880, and Four First Prizes and Gold Medal At the Provincial Exhibition, Hamilton, 1880.

Encourage Home Industries!

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

NORTHEY'S STEAM PUMP.

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