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AND NATIONAL ECONOMIST.

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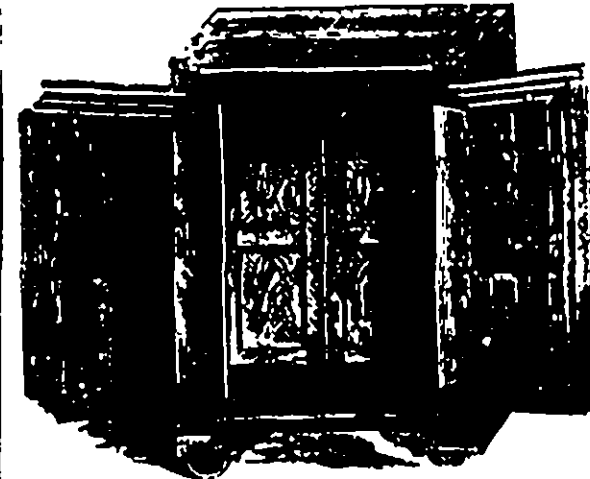
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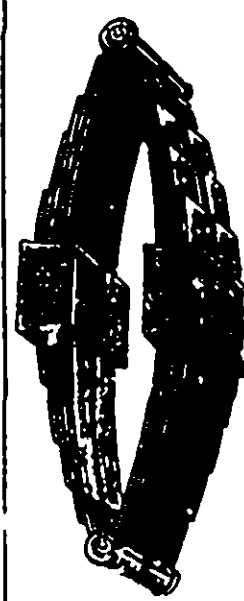
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A FREE TRADER'S CONSIDERATIONS

A correspondent of the Yorkshire Post publishes a letter in that journal for the purpose of illustrating the peculiar manner in which one of the most prominent Free Trade champions in England to-day puts his theories into practice. It appears that at a recent meeting at Berwick Mr Trotter stated that he had heard that Mr Chamberlain (M.P. for Birmingham) had made a very large fortune by purchasing patents for Birmingham manufactures, and that there was not a keener Protectionist in that sense than he. The correspondent says Mr Trotter was far from saying all he might have said on that subject. He points out that the firm of which Mr Chamberlain is leading partner has not only bought patents, but has actually been known to suppress the manufacture of the article which the patent protected. He then alluded to the following case in point to bear out his charge. The firm of which Mr Chamberlain is a member have a monopoly of the manufacture of brass screws, which, although much required, are worthless for screwing into oak, rosewood and such like woods, because of the certainty of their breaking in the wood. To meet this want a steel screw with a brass head was invented and patented, and was knocking holes in Mr Chamberlain's monopoly, and would in course of time have hurt his trade severely, but Mr Chamberlain put an end to this state of things by purchasing the patent, the manufacturer's whole stock, and suppressing the manufacture of the much-needed and useful article. This action on the part of the stingy Radical member for Birmingham proves to what extent he believes in the doctrine of "live and let live" when his own pocket is affected. And there are not a few blatant Grits and Free Traders in Canada who are most noisy in their denunciation of monopolies who at different times have endeavoured to control a particular trade for the purpose of keeping up prices, thus materially enhancing their profits, while the people have had to pay them, either directly or indirectly, the increased cost.

HIS EXCELLENCY'S IMPRESSIONS

The Toronto Evening Telegram is anxious that on his way to Ottawa from the North-West the Governor-General should give the people of that city the benefit of his impressions of the vast country through which he has travelled. We are of the opinion that most of the reading people of the provincial capital have already formed their impressions of the North-West, a great amount of information on the subject having been furnished them. What is more necessary is that His Excellency's impressions should be circulated in the United Kingdom, with the object in view of promoting emigration. Already the letters of the Rev. Dr. McOscar, who has accompanied him in all his wanderings, have excited no ordinary interest in Scotland, while the letters of the Times correspondent have produced similar results in England. A cable despatch to the Globe of Saturday says on the subject—

"Lord Lorne's trip has excited great interest among the Scottish farmers, who have read of it in the letters sent by the correspondent of the Scotsman, who is one of the Governor-General's party. The glowing descriptions there given of the richness of the soil attract the attention of all the Scotsman's readers, while the accounts of the success of immigrants of all classes who have taken to farming, the ease with which land is acquired, the freedom from the annoying restraints felt by tenants on the estates of lordly land owners, open to them the immediate prospect of becoming their own landlords, with every prospect of growing wealthy by the mere exchange of one country for another, involving a journey of but a few days, the discomforts of which have been reduced to a minimum. Nor is the least of the attractions of the new land the fact that it owes allegiance to the same Government as the one they would leave, and that by changing their place they would not be going to another part of the great Empire. The Times says the Scotsman's letters do much to convince the people here that the grand country the Canadians are opening up is a promising field for occupation by people who are still proud to call themselves British subjects. If it should prove true that Lord Lorne will return to this country soon after his trip is concluded, his arrival here fresh from the frontier, where he has seen all the wonderful sights which have been recorded by the correspondents, will do much to advance the cause of emigration to Canada. This is but another evidence of the fact which becomes every day more patent that the British farmer is beginning to

look to Canada as the land of promise, and to regard emigration thither as the passport for the numerous evils with which he is now so sorely afflicted."

This is exceedingly gratifying intelligence. The information furnished to the readers of the Scotsman and the Times is direct. It is not mere hearsay, but was gleaned on the spot, and communicated direct to the journals named, and from them it has been copied into a large number of provincial journals in all points of the United Kingdom. His Excellency, therefore, has proved one of the best agents for encouraging emigration from the Mother Country to Canada we have ever had. His trip will prove of incalculable value, for we have every reason to anticipate that one of the direct results of the dissemination of the information contained in the correspondents' highly interesting and perfectly reliable letters will be the settling in of an unprecedented tide of emigration from England, Ireland and Scotland to the North-West.

UNITED STATES PUBLIC DEBT

The following statement shows the amount of the public debt of the United States for the last twenty-one years, from July 1st, 1860, to July 1st, 1881, also the amount of interest—

Table with columns: Year, Debt, Interest. Rows from 1860 to 1881.

BOILER EXPLOSIONS.

The explosion of a portable engine boiler, while engaged threshing at a farm near Belleville on the 23rd inst., causing a sad loss of life, has once more called public attention to the terrible danger attending the use of them. The number of engines used for agricultural purposes in this country is yearly increasing, and as they are almost always in the hands of men who are not skilled engineers the danger of accident is great. The manufacturers of these engines could do much to help in this matter by impressing upon the purchasers the urgent necessity of care and caution. But competition is keen, and among other evils leads to the boasting of the extraordinary amount of work which can be done by "our engine," and of the very high pressure of steam which "our boiler" can carry. The result is that the simple-minded farmer is imbued with a superabundant confidence in the belief that the particular engine he has purchased ought to be able to do more work than any other, and that his boiler will never explode, provided that sufficient water be kept in it. "Where ignorance is bliss it is folly to be wise," but where ignorance is sudden death and terrible destruction, what folly not to be wise. If each explosion were followed by a full and "expert" Government inquiry and the facts made public, there would soon be much less of ignorance and a great deal more of practical wisdom brought to bear upon the manufacture and use of those important aids to our farmers. It ought to be quite within the range of modern scientific skill to manufacture such an engine as might be regularly used for years by any farmer of ordinary intelligence without his being in such great danger of killing himself and those around him. There can be but little doubt but that Canada in the near future will furnish an immense field for the use of steam power in agriculture, and something should now be done to elevate the standard of excellence aimed at by manufacturers, first in regard to safety and then in regard to economical adaptability for the work intended.

Twenty millions of francs, or four million dollars, have been subscribed in Paris for the construction of the St. Lawrence tunnel and South Shore railway, and a staff of engineers will be immediately despatched from France to make surveys and report on the scheme.

EDITORIAL COMMENTS.

A Parliamentary return has just been issued showing the number of building societies in Scotland incorporated under the Building Societies Acts of 1874 and 1875 and up to the 31st December, 1879. The number of societies was 11, number of members was stated to be 11,810, receipts during the last financial year, £378,205.

In the Social Science Congress in Dublin yesterday a discussion took place in the Economic Section on the Free Trade question, when we are informed, nearly all the speakers, including Professors Price and Golden in Smith, maintained the soundness of Free Trade doctrines. As to the soundness of Free Trade doctrines, few will dispute them; but the difference between theorists and practical men is, that the former seem to regard theories as applicable to all circumstances, while the latter are guided by what is, not what by what should be.

The emigration to Canada question is growing in importance in England. At a meeting of the Junior Clerical Society of Liverpool, held on the 26th of September, the Rev John Bridger, well and favourably known in connection with Church emigration schemes, delivered an address on "Emigration, its social respect, and the duty of the Church towards it." Mr. Bridger contends that the Church should exercise supervision over those of her members who emigrate, and he urges her rich members to aid the poorer ones in finding homes elsewhere. Mr Bridger is enthusiastically in favour of emigration to Canada.

The following is a return of French imports and exports for the seven months of 1881, from January to July, inclusive, as compared with the corresponding period in 1880.

Table with columns: Imports, Exports. Sub-columns: Value, 1881, Value, 1880. Rows: Total, Food, Raw materials, Manufactures, Miscellaneous.

The New York Daily Indicator points out that United States receipts from internal revenue for the month ending October 1st were \$12,806,210 48, an increase of \$1,781,669.02 over the corresponding month last year. The receipts for the quarter ending Saturday were \$37,461,352.47, against \$32,684,497.13 for the corresponding period of last year, an increase of \$4,766,855.34. The total receipts for the fiscal year ending June 30th, 1881, were \$134,928,658.15, which was an increase of \$11,339,416.93 over the receipts of the preceding twelve months. If the receipts of this quarter, the first of the present fiscal year may be taken as a fair index, the increase for the year over the receipts of last year will exceed \$14,000,000, and the total of the internal revenue will not fall far short of \$150,000,000.

The London correspondent of the Globe, in a letter dated September 24th, says—

"Under the direction of Sir Alexander Grant the London agency of the Dominion Government now presents an organization for dispersing information regarding Canada, and generally advancing the interests of the Dominion in the Old Country, second to no similar establishment representative of any of the Colonies. At the London office a large number of enquiries are received daily in regard to emigration, and many men of means have started this year from England and Scotland for the North-West, and the emigration generally has been composed of a very good class of settlers. The interest that is being awakened in the country by the accounts of the journey of the Governor-General and others, and the extensive distribution of pamphlets descriptive of the lands of the Dominion suitable for settlement, will in all probability lead to a still larger emigration of the same class of settlers next season. Especially may we predict this when we have regard to the way in which farmers and others have been hit in that most vulnerable point—their pocket—this year."

An English paper tells the following story of the journeyings of a postal card—A member of a club at Chaux de Fonds, having made a bet that he would send a postal-card round the world, addressed one "Messrs. Maniglet & Co., 13 Rue de la Balance, Marseilles,

France, Cairo, Egypt, Bombay, India, Hong Kong, China, Yokohama, Japan, San Francisco, California, New York, United States, return to Messrs. Maniglet & Co. at Chaux de Fonds, Switzerland." In one corner of the post-card were the words—"Postmasters are requested to forward." The post-card in question was duly returned at the end of last month, bearing the post marks of Marseilles, April 2nd, Port Said, April 6th; Suez April 12th, Bombay, April 20th and 21th, Hong Kong, May 20th, Yokohama, June 6th and 11th, and San Francisco, June 21th. The card had been stopped at New York, but on the 15th of August it was sent on in an official envelope, accompanied by an intimation that according to the regulations of the Postal Union cards of this kind should not be transmitted through the post.

Commenting on a speech delivered by Lord Randolph Churchill at a meeting recently held at Oldham, and to the favourable reception his "Fair Trade" sentiments met with on the part of the workmen present, the Morning Post says—"When we speak of the depression of English trade Mr. Chamberlain tells us to regard how much we are buying from the foreigner, that is to say, Englishmen are to rejoice at the fact that they were buying from foreign labourers instead of employing their own. The talk about cheap bread is the oratorical stalking horse of the Radical party. The fourpenny loaf is down to threepence, but which is best for the workman, which in reality is cheapest for the workman—not to have the threepence and to be driven to go without the loaf, or to be able to pay fourpence for it? Foreign competition, protected a hundredfold by anti-English tariffs, menaces on every side. It does not promise to diminish, but is certain to increase. Our industries are forbidden to sell their products freely in the markets of the world. For want of custom they must dwindle and disappear. The fight is too unequal. If the evil is not upon us in full force as yet it is surely coming as the iron ring of anti-English tariffs becomes more solidly welded and more completely closed; and meantime Mr. Bright can only declare his unalterable conviction, combined with characteristic denunciation of the 'lower and baser sort' who set patriotism above party, that if every port in the world were closed against English exports he would keep the ports of England open for the productions of the foreigner."

The Paris correspondent of the Times writes "The Royal Commission appointed at Rome for the study of economic questions has just decided unanimously that all the treaties of commerce ought to be deferred till the general tariff of the Kingdom of Italy has been revised. We do not yet know what will be the effect of this decision on the treaty in course of negotiation at Paris between France and Italy." The correspondent adds "If this is correct, and it has every appearance of being so, the present French Cabinet has decidedly had bad luck in its treaty negotiations. On Saturday last the semi-official Notes told us that 'it was said' the Italian treaty would be signed by the Plenipotentiaries to-day. On Monday I ascertained on pretty good authority that the rose coloured view taken by the semi-official Note was hardly justified, seeing that up to then one of the chief questions—namely, that of wines—had not yet been settled, and that the prospects of a speedy termination to the negotiations were not so great, on the Italian side at least, as was represented. This evening's Note, which throws about as little light on the real state of things as could well be managed, seems to show that a hitch has in fact occurred. To judge by the tone of several of the representatives of English industries who have come here to give the Commissioners the benefit of their special knowledge of the interests at stake, a hitch must very soon occur in the English negotiations also. This, however, is not the view of all, and must be taken for what it is worth. I may mention that the French Government, desirous of offering every facility for the negotiations, has acceded to the wish of the English delegates to be heard before the International Commission. Several of those who have been heard are dissatisfied. They expected to be examined before the Commission, instead of which they merely made a statement and withdrew.

NATIONAL INDUSTRIES.

(The Industrial World will be pleased to receive items of news from its readers in all parts of the country, for publication in the columns. It will take but a few minutes and a postal card to acquaint us with what is going on in your neighbourhood, and we always find room for all legitimate communications, which must be accompanied by a writer's name as a guarantee of good faith.)

Hamilton's exports to the United States for September last were of the value of \$71,422. Animals, wool, fish, and malt were the main items. The following is a list—

Table with columns: Item, Value. Rows: Animals, Wool, Barley, Lumber, Eggs, Malt, Skins, Sewing machines, Household effects, Miscellaneous.

Quebec's exports to the United States for the quarter ended with September were valued at \$218,189, of which \$192,929 worth was shipped that month. The heaviest item of September exports was barley. The following list shows the principal materials—

Table with columns: Item, Value. Rows: Barley, Eggs, Sheep & Lambs, Horses, Potatoes, Bran, Sewing machines, Cabinet Organs.

A decided improvement in business has taken place in Quebec, especially among the manufacturers. The Messrs Bell & Co. shipped, last month, what is said to be a total of 44 consignments to England and Australia. One day last week they received a letter from England asking for 50 more instruments of different styles. The Haverwood Sewing Machine Works are running night and day, and still machines cannot be supplied. Enough Extensions are being made in the premises of Messrs McCrae & Co. in order to keep pace with the growing demand for their yarns and knit goods. The Carriage Goods Manufacturing Company, which made such extensive alterations in its works last year in order to supply the demand, again re-arranged themselves heavily taxed to turn out their goods when wanted. The Holo Piano Works find the demand for their instruments brisk, and they are as busy as they can well be. Engine and Locomotive manufacturers in that city report a similar position of affairs. The abundant harvest, the growth of the country and the "N.P." all have to do with this condition of business, which appears pretty general throughout Canada and for which we should be thankful.

RETURN OF PROF. MACOEN AND HIS PARTY.

Professor Macoen and party returned last night from their exploratory tour. Lakes Manitoba and Winnipegosis, tributary streams, together with that portion of the North-West around the Porcupine Hills and the Duck Mountains. In latter connection two fine streams, Swan and Red Deer Rivers were carefully explored. The tour was in some instances a hazardous one, but the results were highly satisfactory, particularly in regard to the exploration and discovery of a which is found to abound in many places around Winnipegosis. After exploring the Porcupine Hills the party went up the Swan River to Livingstone, once mounted police station, and commenced work on the Swan River Barracks, which they arrived on the last Sunday of August. They remained here about ten days, during which time they made further explorations to the Porcupine Hills and Duck Mountains, the former being a short distance north-east and the latter south-east of Livingstone. A member of the party reports fine spruce and poplar timber the mountains as well as on the banks of the Swan and Red Deer Rivers. Poplar well as spruce trees have been seen in measured about one hundred miles in circumference, and the former has been found to have an altitude in some places of a hundred feet. Having satisfied themselves in regard to that district the party portaged their boats and supplies to Livingstone on the Swan to Fort Pelly by the Assiniboine, a distance of about fifteen miles, which was accomplished quickly. They remained in Pelly a few days, which they spent in hunting eastwards to the Duck Mountains and at headwaters of the Shell River. They portaged game very abundant, particularly ducks, and took upon it as a paradise sportsmen. A start was then made at Fort Pelly by boat down the Assiniboine as far as the Pelly Indian Reserve, where a halt was made to visit the Indian here in charge of Inspector Johnston, who is one of the most successful trappers Indian farms in the North-West Territory. The land in this part is pronounced the best in the North-West, and the crops of all kinds of cereals and roots raised are not excelled in yield by that of any other part of the country. The land described as a fine undulating plain with exceedingly fertile soil, easy of drainage into the Assiniboine River, and tributary at this point, the Shell River. The party took another dash from Livingstone to the Duck Mountains, which are presented as rising to a height of 1,500 feet on the eastern side, but which slope out westerly side to an elevated tableland, the prairie. After returning to the Assiniboine and while shooting, Prof. Macoen was the victim of a gun accident that very nearly deprived him of the thumb of

night had. He was not able to have... After the above accident... Took to their boats again and... A dismemberment of... Took place, two members of... Took place, one party having concluded to settle... Took place, one party having concluded to settle... Took place, one party having concluded to settle...

THE METAL TRADE. PHILADELPHIA.

Philadelphia, Pa., Oct. 10.—Your correspondent discovers a more unsettled condition in the iron market this week than for some time past. Production of iron is being nominally restricted... While here it is being increased... There is a declining tendency abroad... Philadelphia is being increased... There is a declining tendency abroad... Philadelphia is being increased... There is a declining tendency abroad...

Some of the largest operators there are not care to sell another ton for sixty... New York parties are trying to... are a few blocks for delivery in January... and March for speculative purposes... and made reasonably fair offers... there are too many uncertainties... first fuel; second, labour... and one, fourth, something else which... and now be anticipated. Furnacemen... not making very fair profits in selling... at \$26, as most of them are... some in fact at \$19 1/2 to \$20. Hence... desire to put off long contracts... equally with speculators. English... Scotch pig has braced up under... The activity has produced... especially good results. How long they... will last is uncertain. Ocean freight... a straggler. Two weeks ago they were... for Glasgow, then they shot to 15s... and they are down to 11s. Shippers... calculate. This uncertainty is... Of course leading shippers... special rates, but even these parties... not order only sparingly. Last week's... New York imports were the heavy... for several months. Philadelphia... the latest quotations today are about... 50 asked for good brands of No 1... under, though considerable lots... hands below this; No. 2 is... at \$22.50. The foundrymen are not... edging freely. The mill men are pretty... covered to the end of the year, but... pick up all odd lots that can be... at \$30. Very few furnacemen care... to stock, but seem anxious to... and this accounts for the ease... which buyers can supply them... The large companies, however, here... their policy of not offering... iron production is too heavily... to consumption to justify very stiff... rates except for certain fine special... Bessemer is firm in consequence... of a renewed active continental demand... here at \$25 1/2 to \$25.50. As stated... there is a decline of prices to legisla... limits.

Ball and finished iron, ingot iron are more... abundant, but business is checked to a... extent by the higher prices de... manded. Buyers are not yet convinced... as to the stability of the rise, and... large specifications generally are with... held. Additional business is imparted... to the iron market just now by the pro... spect of a rise next month in the price of... coal. Makers of finished iron generally re... port themselves fully booked up to the... quarter's end, and in some instances... their engagements will carry them... through the best part of the following... quarter. Makers of cast-iron are... especially busy. Prices of market iron... are unchanged, and at \$7 1/2 to \$8 per ton... higher than a month ago, common bar... realizing \$8 to \$8 1/2, sheets (single)... \$7 1/2 to \$8, and boiler plates \$8 1/2 to \$9.

The steel trade of South Wales main... tains the spirit that has lately marked it... The turning of the large works from iron... to steel manufacture has been followed... pretty generally. Orders come in freely... At Rhymney the chief concerns are busy... on blooms and steel rails for the United... States, but regret is expressed that re... cent inquiries on account of the Indian... railways have gone to Sheffield. Prices... at most of the centres are somewhat... firmer. Advances from America have... told also on the iron market. Prices are... steady. Some good shipments of rails... spiegel and tin plates have steamed for... New York since my last. The total ex... ports of iron and steel last month reach... ed 15,000 tons. Wrought and old rails... are selling at about \$8 1/2. Tin plates... are steady.

are all in active requisition on European ac... count. Old rails are also getting scarce... The rolling mills are down to full... time, and the necessities of 1 year will... be met much more promptly. In the... five in store at 2 1/2 and the local... mills refuse to entertain orders yet. Tr... stores, so far, have had all the order... and the mills have taken the well... Structural shapes are in very active de... mand, and manufacturers have spoken... of some large contracts as the result of... the past week's business. Angles are... quoted at 2 1/2, the highest point yet... reached, and 2 1/2. Plate iron is in... active demand, and those who want 600... tons in two weeks have to wait three to... four months. It is surprising how many... buyers are constantly coming around... with orders for delivery inside of thirty... days. Yet they come. The large profit... realized everywhere lead to heavy in... vestments by way of improvements. Nails... are actually scarce. Another... meeting will be held this week, but it is... hardly probable an advance will be or... dered over \$14. Still the market... would take it. Orders are in abundance... and nails cannot be imported. Sheffield... runs from 2 1/2 to 3, a good advance from 2 1/2.

If Stafford Northcote M.P., son of Sir... Stafford Northcote, is in our city to se... cure an eastern outlet for the Canadian... Pacific Railway. He is prepared, he says... to arrange for the construction of an... outlet to the Atlantic coast, should ne... gotiations to that end fail with the... trunk lines. Philadelphia would gladly... shake hands with her Canada Pacific... neighbour were it geographically possi... ble. We are all going to Yorktown to cele... brate the termination of a former un... pleasantness. We have now to think a... moment to remember there ever was... any. Why not bury all such recollections?... The control by the Pennsylvania road... of the southern outlet to Washington ha... led to the projection of a competing line... by the B & O road. The elevated... road will be in operation at Christmas... It brings passengers two miles further... into the city. Railroad traffic is increas... ing rapidly. The car shops are behind... in deliveries. Some new works are go... ing up. The P. R. R. has over 1,000 lo... comotives and 45,000 freight cars, and... still has not enough. Railroad improve... ments are being prosecuted in several... portions of the city, all designed to ex... pedite the handling of freight and the... transfer of passengers. The Baldwin... Locomotive Works have been obliged to... send away several orders for locomotives.

Pittsburg, Oct. 6th.—Considerable rain... has fallen in this vicinity since our last... report, and on Tuesday and today... might the weather suddenly became... quite cool. The cooler weather is fa... vourable for the iron workers and man... ufacturers, enabling them to turn out an... increased product, but the rain has... only little effect on the rivers, and the... Ohio, the great natural trade artery from... here to the West and South, is still... closed to navigation. Pig Iron.—The market is still quiet... and with the exception of Bessemer... which is about fifty cents per ton higher... prices are substantially the same. The... cause of the quietness is the same as that... previously mentioned—the disposition... of consumers to pay the prices deman... ded by makers, or to put it differently... the disposition of makers to sell at... prices while consumers will pay. This... "deadlock" will, of course, be broken... before very long, but which side will... yield it is impossible, as well as im... proper, to say. Upon this point every... one interested will view the situation... and form his own opinion, and if the... opinion shall prove to be ill-founded... why—so much the worse for the opin... ion. Two facts are well known—first... the consumption of pig iron continues... very heavy, and, second, prices of fla... shed products remain at full market... On the other hand, the furnace capa... city of the country is enormous, and fully... equal to all requirements as to quantity... but as to quality there is not so much... certainty—that is, it is a question... whether the furnaces can supply the re... quirements for certain grades of iron... Without discussing the question further... we present quotations, as furnished by... reliable dealers: Neutral mill iron... from native ore, \$22.50 to \$23, 4 nos... mill iron (inclined to red shorts), \$23... 50, 4 nos., anthracite No 1 iron \$24... cash, Bessemer, \$24, 4 nos., No 1 found... ry, \$25, 4 nos., and No. 2, \$23 50.

Steel.—There are no new features to... report. The demand continues good... and regular, while quotations are the... same. Best quality round steel is \$1... 12 to 1 1/2 pound as to quantity pur... chased crucible machinery are 1 1/2... and Bessemer open hearth, \$1 1/2... and the plough 4 1/2 to 5 1/2 per gross... bloom steel 4 1/2 inches, \$ 1 per gross... ton, 10 days. Old Rails.—Double heads are quoted at... \$15, and at \$11 50 a 2. Scrap Iron.—No 1, \$2 1/2 to 3 per net... ton. Railway machinery scrap is worth... about \$2 per ton more than ordinary No... 1 wrought. We get turnings, \$22 per... gross ton. Cast scrap ranges from \$15... to \$22 per gross ton cast forges are

worth \$16. Steel rail ends are worth... \$2 1/2 to 3 per gross ton. Hammered... \$2 1/2 to 3 per gross ton. Cast steel spring... scrap, \$1 1/2 per gross ton. Old iron which... is quoted at \$2 1/2 per gross ton.

should be refused. Mr. Alexander Mac... donald, M.P., who spoke to the resolu... tion, advised them, on the contrary, as... many as could, to emigrate to the United... States, and the rest who remained at... home to work short time. In spite of all the disadvantages under... which the heavy trades are said to be... carried on in Sheffield owing to heavy... railway rates, there is great activity in... nearly all departments. The output of... steel rails is something extraordinary. Perhaps... there never was a time when the... output was so great. Large contracts... are now in course of completion for... nearly all the home railway compa... nies, and good orders are also in hand... on account of the Indian State railways... the United States, South America, and... other distant markets. One firm alone... is credited with having orders on their... books amounting to nearly 60,000 tons. Not... much that is favourable can, how... ever, be said regarding the prices at... which these contracts have been and... still are being secured. The current... price of Bessemer steel rails of ordinary... sections is believed to be not quite £6... per ton at the works; indeed there... are those who would assure me that... the price is nearer £5 12s 6d than any... other figure. Yet it is this week stated... that on account of the magnitude of the... orders profit can be made even at these... low rates. How lamentably these prices... compare with the quotations which pre... vailed during the "boom" years of 1872... and 1873. At that period the selling... price of steel rails at the works was... £16 per ton, and of late years it has... scarcely been maintained at one-third that... figure. The armour plate mills are running... full time, on orders for the French and... Chinese Governments, as well as for our... own Government, the boiler and ship... plate makers have important contracts... in hand for the ship builders of the... Clyde, the Tyne, the Weir and the Mersey.

The crucible steel makers continue to... experience somewhat severe competition... from the manufacturers of good quality... Bessemer material, and this not alone... of native make. For many of the tool... makers are now using foreign made Bes... seamer, which is found fully equal to the... work required of it, and much cheaper... than the ordinary cast steels previously... used for these special purposes. Messrs... William Jessop & Sons, Limited, the... cast steel makers, propose to pay an in... terim dividend for the half year ending... June 30th, at the rate of 5 per cent. per... annum. The dividend for last year was... 6 1/2 per cent. In Birmingham production is generally... a lull, and manufacturers for the most... part have quite as many orders on their... books as they can execute by the quar... ter's end, but new business is scarce and... of limited value. Home orders, how... ever, are gradually improving, and fac... tors are generally busier now than they... have been since midwinter. In the... export department, the South American... markets, Canada and Australia, con... tribute the bulk of the business under... execution, but the latest mails from... these markets are less satisfactory than... some of their predecessors. Business is... fairly steady in the London, Brazilian... branch, alike for home and export... Brazilians iron kettles appear to be... in great demand just now, and the... leading makers of goods of this... class are fully employed, and some of... them are turning out at the rate of 100... dozen kettles weekly. The export mar... kets are chiefly for the Cape and the... South American markets. Cast hollow... ware makers do not report very favour... able of trade. The present is never a... brisk season for this branch, but com... pared with the corresponding period of... last year, rather more is being done, al... though hardly any firms are working... anything like full time. Competition... continues a brisk and complaints are ris... ing of present prices, which in many cases... are dangerously near cost. The makers... of axes and carriage iron work generally... have not much cause for complaint. The... demand for the best axes for the... home trade is, indeed, limited, but the... export orders continue on a large scale... more especially from South Africa, Aus... tralia and South America. The cut nail... trade continues in an unsatisfactory... condition. The supply is much in excess... of the demand, and heavy stocks are... upon vendors' hands. The result is that... prices favour buyers. The current open... market quotation is 1 1/2 per ton for... standard size of 3 in and upwards for... those produced alike in the Birmingham... and also in the Leeds district.

The wrought iron tube manufacturers... of South Staffordshire and Birmingham... have throughout the year been generally... busily occupied, largely upon work for... export. Competition amongst them has... however, been very keen. And they... have had to meet competition from Glas... gow since these latter makers have the... advantage over them both in this... part of the kingdom, because they can... make deliveries to Liverpool and Lon... don by water. The result of all this has... for some time past been to bring prices... down to a depressingly low level, so low... indeed, that some makers declare that... business has been without profit. Upon... gas tubes, for instance, in some cases a... large discount was being allowed as 8... per cent. With a view to putting an... end to this "cutting," an association has... just been formed, which is supposed to... include not only the leading tube firms... in this part of the country, but firms also... in other parts of England and Glasgow. In South Staffordshire there is rather... more animation, and prices are firm in... sympathy with the improved quotations... for Scotch and Cleveland iron. Both for

English Pig.—The sales of Middle... brough are not very numerous, nor do... they extend to round lots. These con... ditions to be a fair demand for the... article, however, and the market is... very firm at £21 for best brands of... No 3, and \$18 1/2 to \$20 for No 4. Besse... mer is still quoted firm at \$14 1/2 to \$15... without, however, any extensive movement. Steel Rails.—The syndicate engaged in... construction of certain railroads in the... South have made a purchase of about... 30,000 tons German rails, at a price, it is... said, equal to \$50 delivered at Southern... ports. No large sales of American are... reported, but a few demands will prevail... and makers continue to quote \$38 1/2 to \$40... for next year's deliveries. Iron Rails.—There has been no im... portant movement, at least none is re... ported, but agents claim that rails are... well supplied with orders, and prices... hold quite firm. American 50 lb. are... quoted at about \$16 1/2 at mill, and... \$15 1/2 to \$17 here, with about the figures for... foreign. Old Rails.—Some sales at comparative... low prices were effected early in the... week, including 600 tons teal at \$27 and... 600 tons double heads at \$29 50. Sub... sequently the demand increased and the... market closes quite firm today with... \$27.50 and \$30 respectively the lowest... prices quoted. Scrap Iron.—The spot supply of desir... able wrought continues moderate, and... \$2 1/2 to 3 are the lowest figures holders... will name. There is a good demand... but no large lots have been placed dur... ing the week.

THE BRITISH MARKETS

(For of American Manufacturer) Wolverhampton, Sept. 17.—The com... pleted blowing out of furnaces has... led the cost of still further advancing... the prices of Scotch and Cleveland iron... This week Scotch pig is stronger by... 2 and Cleveland by 1s per ton, not... withstanding that last week each ad... vanced quite much to the same extent. As... the week closes the markets are... scarcely so strong, as they have been... there is a want of confidence that the... course to which the move upwards is at... tached is likely to continue. It... seems that of waiting mainly for the... introduction of commodities. I would... remark that to blow out a furnace is no... joke, and that it may be a serious crisis... to justify the step much more to justify... the blowing out of between 3 and 40. The Scotch miners are still agitating... for higher wages, but it seems less likely... than a week ago that they will resort to... a strike. Upwards of 8,000 of the Lan... arkshire met on Friday at Hamil... ton, near Glasgow. They came to the... conclusion that they ought to have... another sabbath a day, and with that... object they appointed a deputation to... wait upon the masters. They were not... advised to turn out if such application,

The following were the closing prices... in the London metal market Sept 16th... 1881:—

Table with columns for metal types (Bars, Nails, Sheet, etc.), origin (Iron, Steel, Copper), and prices in £ s d.

The London Market. The following were the closing prices in the London metal market Sept 16th, 1881:—

Table with columns for metal types (Bars, Nails, Sheet, etc.), origin (Iron, Steel, Copper), and prices in £ s d.

The owners jury in the case of the fatal boiler explosion at Hurlow have returned their verdict, finding that the boiler in question was defective in material and construction, and recommending the Government to take measures for the proper inspection of boilers, and for the employment of duly qualified engineers only.

From a work by Mr. M. G. Millhall, recently published, we gather the following interesting statistics relating to the past decade. At present Great Britain holds the foremost place in industries. In commerce and shipping Great Britain leads with £145,000,000, while the United States follows with £120,000,000. Great Britain's surplus of imports over exports was £61,000,000, while the United States had a surplus of exports over imports of £25,000,000. Great Britain carried 52,000,000 tons of merchandise, while the United States only carried 2,250,000 tons. Sweden and Norway was passing the latter country with 9,350,000 tons. In population Europe had a surplus of 25,500,000 births over deaths, but emigration reduced the actual increase to 22,250,000. The increase of population in the United States exceeds the aggregate number of inhabitants in three kingdoms of Europe—namely, Holland, Denmark and Portugal. More than 100,000 miles of railway were constructed at a cost of \$8,720,000,000. Of these the United States made 41,825 miles at a cost of \$2,900,000,000. The United States have 119,000 miles of telegraph, 40,000 miles having been built between 1870 and 1880. Great Britain, with 25,200 miles of telegraph, 27,000,000 messages in 1870, the United States sent 39,000,000 the same year. In accumulated wealth Great Britain leads with £25,000,000,000, the United States follow with £7,000,000,000. France following with £7,000,000,000. Germany coming up with £4,000,000,000. The armaments of Europe exceed nearly 1 per cent. of the total earnings of the nations. In England each inhabitant pays about 2s 6d for the army and navy; in the United States one dollar per head. Europe keeps 3,000,000 men under arms; the United States 32,000. In its food supply the United States has a surplus of 370,000,000 bushels of grain and 1,076,000 tons of meat. Great Britain has a deficit of 26,000,000 bushels of grain, and 69,000 tons of meat.

SPRIT OF THE COMMERCIAL AND INDUSTRIAL PRESS.

THE SLAVERY OF BRITISH LIFE.

(Wholesale Industrial World.)

It is time that the people of this country should learn to think for themselves on this important subject, instead of borrowing their ideas from the works of political-economical writers who, without claiming to belong to the school of the author of the "Wealth of Nations," repudiate all his doctrines, principles, what is denominated, and every where denounce what he advised—to wit, the careful cultivation of the home market, by means of which the products of the land should be consumed on the land, to the advantage of the labourer and the landowner, the manufacturer and his operatives, the ship carpenter and the merchant. From this day of the publication of his great work to the present hour, English political economy has steadily receded, until it has at length brought the nation into a state of exhaustion, from which extrication would seem almost impossible; and yet, free as we claim to be, we have a great party which advocates all the errors of the vicious system as grand truths, and unites with the teachers of those errors in repudiating the doctrines of the only political economist worthy of the name who has been produced in England—Adam Smith. From his day to the present hour, England has never, to our knowledge, made a single contribution to the science of which he is called the "father" that will stand, although theory has followed theory, and Ricardo and Malthus have been almost deified as the great benefactors of mankind in discovering and announcing the existence of great natural laws, in virtue of which famine and pestilence are the results of obedience to that first of all the commands of God—"Increase and multiply;" and increasing poverty among the masses, with increasing inequality of condition, is to be the reward of that growth of population and wealth which always follows obedience to the great law of Christ—"Do unto others as ye would that they should do unto you." The object of the present British system, denounced by Adam Smith as calculated to diminish the return for labour and capital, both at home and abroad, and advocated by all of his successors as calculated to increase the return for both, is that of making England "the workshop of the world." To attain that object, it was necessary to underwork the world, and everywhere supplant the native manufacturer in his native market. It has been done in Ireland, and the results are destitution, with famine of an frequent occurrence that the Emerald Isle lies almost a corpse upon England's hands. It has been done in India, until the whole class of small landholders has utterly disappeared, and the productive power of the country is so diminished that the Government must become bankrupt from the hour that China shall acquire power to prevent her people from being demoralized and poisoned with the opium, to secure the power to smother which England battered down cities and sacrificed many lives in the celestial empire. It has been done in the West Indies until they have all been ruined. It has been done in her North American provinces until their first desire has become that of abandoning the Free Trade policy as disastrous. It has been done in Portugal until that ancient ally of England is reduced to the lowest abyss of poverty. It has been done in Spain by aid of the smugglers of Gibraltar and of Portugal; and there, as everywhere, the result has been the same—impoverishment and destitution on the part of the people and weakness on the part of the Government. It is now working out its legitimate and inevitable results in Japan, where a recently prosperous nation is sinking day by day, under the malign influences of British Free Trade, into penury, privation, wretchedness and distress.

Having exhausted many of her customers, and driven the rest to self-protection to save themselves from the insatiable greed of her policy, the poison now reacts upon England herself. Her system has built up the fortunes of the few, who have become the sole possessors of land, while the whole body of small owners and occupants that existed in the days of Adam Smith has disappeared. The day labourer has taken the place of the little farmer, and from day to day the tendency is the accumulation of the land in the hands of large owners, increases as the productiveness of labour decreases. The nation has fully and fairly realized what was said by Adam Smith, when he spoke of "a nation of shop keepers." It is a nation of middlemen, living at the cost of the producer on one hand and of the consumer on the other, and having for its whole code of morals the obligation of "buying in the cheapest and selling in the dearest market." To produce cheaply, the large manufacturer must have labour cheap, and the more that land is centralized in the hands of the few the greater must be the competition for employment, and the lower must be the wages of the unhappy labourer or workman, delivered over to the tender mercies of other middlemen who stand between the tradesman and his workmen. The consequences are precisely those anticipated by King-Land's true and only political economist—Adam Smith. The class of high minded English merchants, renowned in

times for their probity and trustworthiness, has disappeared to give place to a body of commercial gamblers whose dishonesty and dishonestness are laid to full view on the occasion of each frequent recurrence of a financial revolution—the little speculator of olden times has become the counterpart of the large and colossal Glasgow Liverpool and Manchester—the artisan has become the slave of the middleman—while the nation becoming daily weaker, sinks from the station of the proud England of former times to become the mere creature of the lords of the loom, the duke of the mine, and the eagle of the shop, to help them carry on the exportation of iron hardware which the impoverished people cannot afford to consume at home.

Such are the results of an insane effort to compel the world to permit England everywhere to impose herself between the producers and consumers of the fruits of the earth—such the results of a long series of laws having for their object the establishment of a monopoly of the machinery for the production of cloth and iron—and such as they are they are precisely those predicted by Adam Smith over a century ago. It is to add to the maintenance of a vicious and destructive system like this that we are invited in the sacred names of friendship, of international comity, of universal peace, and of freedom in trade. In their names we are invited to close all our mills and furnaces—in a phrase, to stop manufacturing on our own account, and to impoverish ourselves—merely in order to supply more raw materials to enable the cotton and iron lords of Britain to swell their immense fortunes, to monopolize more land, pull down more cottages, drive more labourers to the lanes and alleys of London and Liverpool, Manchester and Glasgow, increase the competition for employment, and thus create a still lower market for labour whose products are to be sold abroad at large profit in markets artificially made dear. In their prostituted names we are invited to contribute towards the maintenance of a system which has done and is doing more for weakening, demoralizing and enslaving the people of the world, than any other that has ever been devised, and that must be annihilated before liberty can stand firmly on its feet. We say, nay!

ANOTHER OUTLET FOR THE NORTH-WEST.

(The Shareholder.)

Bold schemes and great enterprises are the necessary accessories, if not indeed the precursors, of the settlement and development of this great country. In the past, and in the years yet to come, the energies of our practical men have been, and will be, devoted to the perfecting of our highways of transport by water and by rail. The growth of Canada is almost completely bound up with the growth of her railway systems, and in the full exercise of the advantages given her by nature in her unrivalled outlets to the ocean. That this truth is realized and is being acted upon we have abundant evidence. The Government of the country has spared no pains to render as free and as navigable as possible the fresh water route from Lake Superior to the Gulf of St. Lawrence. The greatest difficulties have been surmounted, and expenses have been incurred which would have staggered men less forecasting and less appreciative of the future capabilities of their country. In the construction of a railway across this continent on Canadian soil the Government have undertaken what no other country dared to do at so early in its history. Notwithstanding these great works there can be no doubt but that they are only a part of what will have to be done as the vast wheat growing regions of the North-West become settled. When the grain of the North-West begins to be produced in hundreds of millions of bushels other outlets for its exportation than those now in use will have to be called into requisition, and men's thoughts are already grasping the fact. American wheat grown on the western plains has this year found a new though longer route to the ocean by following the southern trend of the Mississippi Valley. How shall the wheat of the North-West find its way to Europe by a shorter and cheaper route than those now employed? Is there another water route by the North that shall give the farmer a vigorous competition with the St. Lawrence route? We have been told that there is. Just as the Americans have adopted the Mississippi route to the south, so at no distant day shall we Canadians adopt nature's great highway to the north, the Valley of the Mackatchewan and the Hudson Bay. The Saskatchewan, Lake Winnipeg, and Nelson River form a continuous system of navigable water extending from Port Nelson, on the shores of Hudson Bay and almost in the centre of the continent, to the slope of the Rocky Mountains, hundreds of miles inland, running through and drawing from the north and south, a region of millions of acres of the finest agricultural land on the face of the globe. When we consider that the greater portion of this region is within the same lines of mean summer and winter temperature as Ontario, can we doubt but that this great water course will yet become the Mississippi of the north, and will even surpass the Mississippi in importance by reason of the directness and shortness of the route it affords to Europe. Hudson Bay, it is established, is navigable for six months of the year; steamship companies will not be slow to learn the fact once the

plains of the North-West are sufficiently populous to create a traffic. Such a route would make the distance from Winnipeg to Liverpool 1,500 miles, about 100 miles less than the St. Lawrence, at the head of which the former city may be said to be situated. It would be by some hundreds of miles also the shortest route from the northern states to Europe, so that it would draw a large amount of American traffic through Canadian territory. It will probably be another decade yet before steps are taken to carry out a project for the utilization of such a route, but we have no doubt in the world but that once adopted it will only be strangled by the St. Lawrence to the competition for trade of the West and the North-West.

SETTLEMENT OF THE NORTH-WEST.

(Monetary Times.)

Already the North-West is attracting, in the old settled parts of the country, a degree of attention which would have been thought impossible even years ago. The assurance of the rapid construction of the Canada Pacific Railway is the main cause of this; since railway communication is an indispensable condition of settlement. Speculation in land out west has already created a semi-frenzied excitement; and in so far as it is engrossed in village sites, or the sites of supposed future cities, it is a pure lottery, with most of the odds against the buyer. In ninety-nine cases out of a hundred, he can know nothing about the purchase he is making, except that a plan shows him certain numbers, and gives under named distances from the supposed central point round which the future city is expected to cluster. Very often these plans are attested by no surveyor's name; the owner or owners keep in the background; there is no scale by which distances can be measured; and even the size of the lots is a matter of uncertainty for all that can be gathered from the plan. We need not point out that such plans could be made without any actual survey; and it is at least an ill omen when neither the surveyor's nor the proprietor's name is given. These facts invest such paper villages with a degree of suspicion which no prudent man can cough down. The way these plans are got up is not the way that generally characterizes reputable transactions. The great activity shown in pushing sales on these anonymous plans is a reason why people who propose to buy should use their eyes, and, having done so, should inquire why plans are put forward in this unbusiness-like shape. It is the easiest thing in the world to draw up a plan of the description under consideration; and in the wide North-West any number of future villages can be imagined. We are far from saying that none of the land that is now being offered in eastern markets, in the shape of lots in western villages, is valuable; but so purchases should be made without reasonable precautions being taken to see that there is likely to be something something more than a paper village. There is one fact which it will not be safe to overlook in dealing with lands in the North-West. It should never be forgotten that the one thing which must, for many years, be in excess as compared with capital and labour is land. There will be many reasons for rapid appreciation of land, in favoured localities; but its price cannot rise over the whole country so long as there is an unlimited quantity in the market. See the number of sales possessing large quantities of land, and competing against one another for buyers. There is the Pacific Railway Company with its 25,000,000 of acres; there is the Government with a vast deal greater quantity; there is the Hudson Bay Company, with the many millions of acres it retained on the transfer of the country to the Canadian Government, and there are the lands of the half-breeds, nearly always for sale when the minors come of age. Of these latter, a large proportion has already been sold; and for local reasons, the price has enormously risen within the last two years. It is only a few days since the Syndicate began to sell; but before commencing, it had received applications for about 750,000 acres out of 25,000,000. Considering the time that has elapsed since the Syndicate concluded its contract with the Government, the amount applied for is large. The Hudson Bay Company has scarcely lessened perceptibly the quantity of lands it retained on the sale of the greater portion to the Government. Of the Government the same is true. Except what it has undertaken to alienate to the Pacific Railway Company, it has parted with no large quantity. Under these circumstances, a land famine in the North-West, looking at that region as a whole, is of all possibilities the most unlikely, and will continue to be so for years to come. But this will not prevent a pressure of local demand in localities favoured by facilities of access, unusual fertility, or superior climatic advantages. The first of these conditions, facility of access, always tells most powerfully in a new settlement difficult to reach. Near the Pacific or North-Western railways, or points on great rivers having easy communication with railways, these favourite spots will be found. Even superior fertility will not attract settlers in the absence of communications by which produce can be sent to market; and as fertility is so common an endowment of the North-West, it will not at present count higher than third in the list of considerations by which settlers are likely to be governed. Cl-

matic reasons may draw the settler west, but not yet. Cultivation and cultivation alone will make the country. For this is what the Pacific Railway Company has agreed to sell only to actual settlers. The motive for this policy is a profit divided. The company's chief profits, apart from those connected with the contract, are to come from the railway returns, and cultivation alone will give it justice to carry. The nominal selling price of the company is \$150 an acre; but \$10 of this is only taken as a guarantee that settlement will follow fast, for that sum will be returned to the purchaser for every acre he cultivates within four years. If the purchaser fails to fulfil the conditions of his contract, absolute forfeiture of all his rights follows. Forfeiture may not always be enforced, but it will be incurred. One condition is, that within four years the purchaser is to sow and reap a crop from three-fourths of the land. This is rather swift work; but if experience did not show that it could generally be done on the prairie, the condition would hardly be imposed; for the company is composed of business men who would not be likely to make a miscalculation on so important a point. Individual failures may be expected to occur. The general requirement may be taken to represent an average probability. And this suggests a remarkable contrast between the degree of progress likely to be attained on the western prairies and that which has been attained in our eastern forests. It is as much as a man can do to bring under cultivation all that is desirable to be cultivated of 200 acres of wood land during an ordinary life time. On the prairie, it appears, this result can be reached in four years, or the seventh part of the lifetime of a generation. Advantage is derived from the possession of capital; the eastern pioneer generally had none. In this respect, not less than in the facility with which prairie land can be brought under cultivation, the western farmer has an enormous advantage. And this possession of capital by new settlers is going to give an immense impetus to the North-West, of the future progress of which the greatest hopes are justified.

THE ELECTRIC LIGHT.

(Shareholder.)

Electricity as a means of illumination is not so prominently before the public notice as it was some months ago, but it must not be inferred from that fact that it has lost any of its importance. It is slowly asserting itself as a thing that must in the end succeed. There is less talk about it now, but the inclination to inquire into its merits and give it a trial is growing stronger. The difficulties which oppose its introduction into private dwellings are still as great as ever, and less effort is now being made to overcome them than to bring to perfection the appliances whereby thoroughfares, docks and large buildings such as hotels, mills and warehouses may be illuminated by its agency. The light, it is well known, has been introduced into the English Government Buildings at London, and the French Government is now preparing to follow suit, having ordered the Government engineers to make a series of tests into the different systems of electric lighting, with the view of adopting the best. The most important of these systems are those of Farmer, Maxim, Weston, Edison and Jablochkoff, and as soon as the test is completed the approved system will be put in operation in the Grand Opera House and other large buildings in Paris. Throughout the United States the Brush and Edison systems are coming more and more extensively in favour among manufacturers and millers. In Canada we are keeping well abreast if not ahead of the times in this respect, and in almost all our cities this superior, though it must be confessed as yet more expensive, method of illumination is being adopted to a greater or less extent. The various municipal corporations are beginning to be agitated over the advisability of supplanting the system of gas lamps now in vogue on their streets by electric lamps. We sincerely hope that they will decide on change, for the additional comfort to the citizens would more than counterbalance the increase in expense. It is thought wise by many that corporations should wait for inventors to devise additional improvements in the present systems of electric lighting which would diminish the expense. But we question the wisdom of this delay. The adoption of electric light on the streets of some of our cities would be a wonderful incentive to inventive activity, and improvements that might in consequence be made in the present systems, and could easily be introduced at any time at small expense. Inventors live, as it were, upon the support and sympathy of the public, and if one of the greatest and most important discoveries of the age is to be brought to perfection the public must give the scientists and engineers who labour on this work some evidence of its appreciation of their efforts. We trust that our remarks may not be construed into a desire on our part to say anything detrimental to the interests of stockholders in gas companies. We have every desire to see gas companies thrive so long as they can supply an article to the public which in real worth is superior to any other of a similar kind on the market, but as soon as a better article enters the field of competition we cannot but recommend the latter, and at the same time we hold out a signal of warning to stockholders that the indications are that the days for the illumina-

tion of cities by gas lamps is drawing close, and that the standard of civilization which has prevailed in the past is being replaced by a higher one which will be the result of the use of electricity.

TRADES AND THE VOCATIONAL SYSTEM.

(N. Y. Nation.)

The practice of giving a child, which he can earn a livelihood, and which is quite out of date. This is the cause of the arbitrary restriction of apprenticeship in order to prevent a possible surplus of skilled workmen, and a party cause of social changes which have led to the conclusion on the part of parents that their children are mentally prepared for "something better." Boys enter the trades, to be sure, but not to the extent that they once did, nor in the thorough manner in which trade was once learned, because on neither side there was the same feeling of obligation. There was in the older times in the departments of mechanical, electrical and machinery are now employed to do the work that apprentices were once employed to do, and most of the boys who are taken to learn trades now do so, acquire just enough practical skill to make them inferior workmen. In view of this decline in the apprenticeship system the need of technical education is beginning to be keenly felt. In England there are various institutes of scientific and practical education in different branches of mechanical industry, where study and labour supplement each other and the pupil learns not only how a thing should be done, but how to do it. In such schools the largest knowledge and the greatest practical skill is required in teachers, and not only aspects of education is excited in the student, but their inventive faculties are stimulated. In this country a few such schools have been founded by private benefactors to meet the public requirements, and there is a strong sentiment in favour of State aid in providing for the largest and freest industrial education. The public schools were organized for the purpose of promoting practical knowledge and general culture, and there is no good reason why some form of industrial training should not be introduced in connection with them.

Business prosperity has returned, and there will certainly come increased demand for journeymen of every craft, and good wages will be paid for skilled labour. It will then be found that the supply is totally inadequate. As a consequence of the decline of the apprenticeship system the field of clerkship has become overcrowded, as has also that of the professions. And even if they were not, poor boys must be content to spend many years in toil and poverty before they can hope to become self-supporting. There is nothing, on the whole, that is better for the rising generation of boys than a good trade, and how to provide them with the means of acquiring one is a subject well worth the consideration of statesmen and others. Give our mechanics and workmen the scientific and artistic teaching they need, and we shall have the double advantage over all competing nations of producing unlimited supplies of raw material and the skill to manufacture them at rates which will command the markets of the world.

THE SYNDICATE AND ITS LANDS.

(Canadian Spectator.)

The Syndicate itself is forwarding the best answer to the charges brought against it and the country. Hudson Bay they have been engaged in organizing a vast land department for the sale of the twenty-five millions of acres they are to receive in part payment for building the road. Overwards of 1,500 applications from interested settlers for land have been received by them, although until the 26th September the department was not fully organized to deal with them. But there is a feature of the Syndicate that is peculiarly interesting. We all remember the spectacle presented by Oppositionist newspapers of a great landed monopoly that was to hold with remorseless grasp the fortunes of the great North-West, and to grind under her heel the liberties and destinies of a great people. The absurdity of this illusion was pointed out at the time, and it was shown that even if the provisions of the charter were defective and permitted these enormous conditions would result, the conditions would result in the avoidance of the possibility of any such short-sighted policy on the part of the Syndicate. In fact the success of the Syndicate has gone entirely upon the offering of these lands to unrestricted settlement. Accordingly we find in the terms of sale adopted by the Syndicate, the sale of the wheat and most favoured parts of the lands are to be sold to the settlers only—the price is to be \$25 an acre, payable in six equal annual instalments. Certain improvements are prescribed as conditions of settlement. These include building, fencing and cultivating, and the settler is to have a relative of one-half of the purchase money—every acre he may cultivate during the first four years of settlement, with an extension of the four years of grace for a longer period if he erects buildings on the lands and resides continuously there. This is surely a wise, a liberal and a far-sighted policy. If, with the combined influence of hard times and landlordism in England, Ireland and Scotland, the general and chronic dissatisfaction of the classes on the continent, and the brilliant railway prospects of the North-West, the fertile land is not speedily overthrown, it will be from some fatal combination of causes that are at present beyond the ken of man.

TORONTO PRICES CURRENT.

Table of current prices for various commodities including Groceries, Hardware, and Druggs.

Table of current prices for Oils, Paints, Wools, and other industrial materials.

WEEKLY REVIEW.

Weekly review text discussing market conditions, crop reports, and price movements for various goods.

English Hops section providing detailed analysis of the hop market, including crop yields, quality, and price trends.

Additional market news and commentary, including reports on agricultural conditions and commodity prices.

Advertisement for THE WOOL HOUSE, WINANS & CO., featuring wool and cotton products.

Advertisement for METAL & RUBBER STAMPS, Kenyon-Stewart Mfg. Co.

Advertisement for Brayley & Dempster, Wrought Iron and Saddlery Hardware.

Advertisement for NOTICED TO CONTRACTORS, regarding sealed tenders for public works.

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

RAILWAY MATTERS.

NEW FORM FOR RAILS.

Prof. J. C. Roberts, of the Department of Mechanical Engineering, State University of Ohio, has recently published a paper in which he has described the improved concave rail... The surveying party of the Gattineau Valley Railway commenced operations on Monday next.

THE TEHUANTEPEC SHIP RAILWAY.

While the preliminary works of the Panama ship canal are in progress—though, according to the imperfect information afforded, the progress is very small and the difficulties far greater than were foreseen—Captain Eads is earnestly developing his project for the construction of a ship railway across the isthmus at Tehuantepec.

It is the intention of the directors of the Ontario & Quebec road to have all the rock cutting and blasting in connection with the road completed by the first of next May.

The facilities of the Kingston and Pembroke Railway are being pushed to the utmost limit. On Thursday about 200 tons of iron ore were brought in. Two trains were employed in bringing the mineral in.

The much talked of telegraph line along the Grand Junction from Belleville to Peterborough has been completed.

At a meeting of the directors of the Ontario & Quebec Railway Co. it has been decided to push forward the construction of the line without delay.

The railway bridge at the Main street, Grand Trunk, crossing Parkhill, is to be widened from 18 to 24 feet, and other improvements are contemplated.

Table with 2 columns: Item and Amount. Rows include Passengers, Freight and live stock, Stalls and sundries, Total, Corresponding week last year, and Increase.

Herapath's Railway Journal says it is a remarkable fact that the two best paying lines in England have their termini at Cardiff, an Anglo both mineral lines.

The Pullman Company is now engaged in constructing sixty-four passenger coaches, twenty of which are for the Toledo, Delphos & Burlington Railroad.

A new car, specially intended for abutments, has been put on the eastern extension of the Canada Pacific, formerly the Canada Central.

The official returns of the Erie Railroad are more favourable than were anticipated, in view of the statements as to the effect of the war of rates on the traffic receipts of the trunk lines.

At a meeting of the directors of the Gattineau Valley Railway Co. last week at Hull, the survey of the proposed route from Hull to the Desert, a distance of 100 miles, was authorized.

The first of seven new engines for the Grand Valley road, which are being built at the Kingston Locomotive Works arrived in Toronto on Tuesday.

The Northern Pacific enterprise is steadily pushing forward toward completion.

The report shows that the number of passengers which is an encouraging view of the future of the newly constructed line, and that the road will be a truly profitable and profitable property.

Travelers' complaints of the inconvenience of the long and slow American roads... The general passenger ticket is 10 cents for every 100 miles.

The Hamilton (Ont.) Spectator, in a late issue records three new and independent railway projects in Manitoba. The first is the South-western Colonization road, from Winnipeg to the Souris coal fields.

The Quebec Central Railway is enjoying a remarkably large traffic this season. The railway has proved a boon to the section of country through which it runs.

A Washington despatch says: "At the time President Garfield was shot the Northern Pacific Railway Company had 100 miles of its track completed, and was about to ask the appointment of commissioners that this portion of the road might be inspected and accepted."

The Union Pacific and Central Pacific railway companies still continue their threatening demonstrations against each other. The former is pushing surveys for the extension of its Utah Southern branch toward California with evident earnestness.

The output of the coal fields of Illinois was 3,763,162 tons in the year ended June 30th, 1880, and it is estimated by the Chicago Tribune that for the year following it has been 6,000,000 tons.

The Northern Pacific enterprise is steadily pushing forward toward completion.

MINING NEWS.

IRON MINING IN MICHIGAN.

Mr. J. C. Johnston recently exhibited to the Michigan State Geological Survey a specimen of iron ore from the township of Mable, North Hastings. Mr. Johnston has been for several years engaged in the iron business.

IS THE SUPPLY OF GOLD DECLINING?

An advocate of bimetalism, M. De Laveleye, has lately undertaken to prove that the scheme of using gold alone as universal money is, in the nature of things, an impossibility.

It is doubtless true that much the greater part of the gold produced comes not from mines, but from alluvium beds, whether these are found on the surface or in subterranean layers of sediment.

We do not, of course, dispute the assertion that gold deposits are generally situated at the extreme limits of civilization, and that as countries become settled the working of auriferous beds ceases to be remunerative.

Dr. Susa holds that his conclusions are strongly fortified by the history of the yield of gold from the southern half of the American continent.

On the other hand, the production of gold in New Zealand is diminishing very slowly, if at all, while in Queensland and in Siberia it is increasing.

It is reported that gold has been found in the Silver Jock, (Goulburn). A sample has been sent to Montreal to be analysed.

The phosphate companies will... about to be the first of the...

A London (London) firm has... a few lines extending from...

The cracks in concrete masonry... are due, according to the investigations...

The use of sawdust in mortar is... recommended as superior even to hair...

SCIENTIFIC AND PRACTICAL.

SMOKE CONSTRICTION IN ENGLAND.

The lamentable exertions of the English... have at length told on the government...

Weather belts will last double the... usual time if treated with castor oil...

The production of a cheap gas by the... decomposition of water—brought in...

The slow flexible shaft has been... successfully applied to a tower clock...

to be the first of the phosphate... about to be the first of the phosphate...

The cracks in concrete masonry... are due, according to the investigations...

The use of sawdust in mortar is... recommended as superior even to hair...

A new German bomb has been... invented which, it is claimed, will add...

The printing of gold and silver... designs on carpets and other textile...

Smelting iron with petroleum oil has... been found both practicable and...

A German paper has been... compiling the statistics of the world's...

The Louisville Courier Journal... has the following description of a new...

to be the first of the phosphate... about to be the first of the phosphate...

MISCELLANEOUS.

C. P. R. LAND DEPARTMENT.

Under the terms of the contract... between the Dominion Government and...

Early in May the Company... having taken into consideration the...

The company has decided to sell... only to actual settlers or to persons...

HISTORY OF THE STARS AND STRIPES.

An elaborate work on the "History... of the Flag of the United States of...

C. P. R. LAND POLICY.

(Montreal Gazette, Sept. 1)

Some weeks ago we referred to the... problem which the Canadian Pacific...

The policy which the company... has adopted is to sell only to actual...

No policy could be devised better... calculated to secure the rapid settlement...

HISTORY OF THE STARS AND STRIPES.

An elaborate work on the "History... of the Flag of the United States of...

How a antique the American... But though the Stars and Stripes are...

"THE LAND PROSPECTOR'S MANUAL."

"The Land Prospector's Manual and... Field-Book," a most useful pocket...

Prof. Sparrow one of the English... agricultural delegates who visited...

The extraordinary popularity of the... Princess of Wales in England is...

The memorial window at Lord Bess... field in Highbury Church are to...

The visible supply of wheat (exclusive... of flour from wheat) on the 24th...

The failures for the nine months... ending September 30, 1891, are...

MONTREAL PRICES CURRENT.

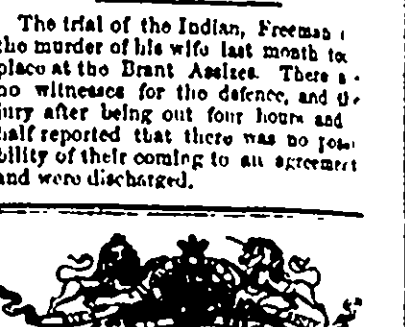
Table of Montreal prices current, categorized by Groceries, Coffee, Spices, and Liquors. Includes items like Coffee, Tea, Sugar, and various oils.

Table of Montreal prices current, categorized by Drugs and Chemicals, Window Glass, and Iron and Hardware. Includes items like Alum, Soda, and various hardware items.

Table of Montreal prices current, categorized by Leather, Boots and Shoes, Raw Furs, and Weekly Review. Includes items like Buffalo Sole, Men's Boots, and a weekly market summary.

LEMON AND HARDWARE - Pig iron remains very firm, the impossibility of obtaining freight from Glasgow before the close of navigation tending to create a much firmer feeling. A further advance is reported in the price of No. 1...

The trial of the Indian, Freeman, for the murder of his wife last month to place at the Bar Assizes. There are no witnesses for the defence, and the jury after being out four hours and half reported that there was no possibility of their coming to an agreement and were discharged.



Notice to Contractors. SEALED TENDERS, addressed to the... designed, and endorsed... will be received on TUESDAY, the 26th October...

NAPANEE BLANKET MILLS

Special to the Trade: Constantly on hand WHITE BLANKETS, SHANTY BLANKETS, HORSE BLANKETS, ETC. ETC., ETC.

HAVING SPECIAL FACILITIES For the manufacture of Every Description of Blankets. I am prepared to offer at a VERY LOW FIGURE. Arthur Toomey, NAPANEE.



Notice to Contractors. SEALED TENDERS, addressed to the... designed, and endorsed... will be received on TUESDAY, the 26th October...

We wish it to be distinctly understood that the MASON & RISCH PIANO exhibited at the late Toronto Exhibition, by the Oshawa Cabinet Co., as part of their Drawing Room Set, was not entered for competition, and was not examined by the Judges on Musical Instruments.

WILL NOT BE DECEIVED

by the statement that "Awards were given to my Exhibitor over the Mason & Risch Piano," and will correctly estimate the value of any instrument whose seller seeks to gain patronage by the use of any such statement.

MASON & RISCH

32 KING ST. WEST, TORONTO.

IRON BRIDGES.

Toronto Bridge Company

MANUFACTURERS OF

Iron and Steel Railway

HIGHWAY BRIDGES,

TORONTO, ONT.

R. H. Smith & Co.

(Successors to J. FLIND)

Sole Manufacturers in the Dominion of Canada of the

'SIMONDS' SAWS

ST. CATHARINES, ONT.

Sole Manufacturers of the genuine HAZEL IMPROVED DIAMOND IMPROVED CHAMPION and the NEW IMPROVED CHAMPION CROSS-CUT SAWS. We also make all other kinds of Cross-Cut Saws, Hand Saws from the cheapest to the very best.

THE LARGEST SAW WORKS IN CANADA

THE SOPHISMS OF FREE TRADE.

A correspondent writes to the St. James Gazette: With reference to the change of opinion now taking place as to the operation of so called "free" trade, I send you the following extracts from a work published as long ago as 1819, and which now read like a prophecy. The book in question was written by one who is now a retired judge; so that, although he was only a barrister, he had something in him:—

SOPHISM 24: "Other nations will follow our example."—Our recent experiments in commercial legislation have no parallel in the history of mankind. No one ever set us the example, and no one since has followed ours. Before 1846 all great nations and great statesmen had acted on opposite principles, and always with eminent success: Cromwell, Walpole, and Lord Clatham in England; Colbert and Napoleon in France. Since 1846 no disposition to imitate our policy has been manifested by any foreign nation. Whatever changes have occurred, or seem likely to occur, are changes in the other way. Hamburg, the last fortress of free trade on the Continent, has determined to join the German Protectionist League. Switzerland has augmented her import duties. France has recently inaugurated the status of Colbert at Lille, his native city. Belgium and France, not content with import duties, have resorted even to bounties on exportation. The more popular the Governments the more protectionist they become. The United States have elected a protectionist President, recalled their free trade Ambassador, and sent a protectionist representative to this country. The Southern States have joined the Northern in the demand for protection, and little doubt exists that the impending change of the American tariff will

reimpose duties for the avowed purpose of protection. Russia maintains the protective policy to which she has returned. And why should reciprocity be expected, when the first markets in the world are already opened for nothing? So much for voluntary imitation. On our own colonies we have forced our new policy. The present disposition of the West Indies and Canada are the first results. Dr. Franklin, in his "Rules for Reducing a Great Empire to a Small One," has these observations:—"I address myself," says he, "to all Ministers who have the management of extensive dominions, which from their very greatness have become troublesome to govern. In the first place, gentlemen, you are to remember that a great empire, like a great oak, is most easily diminished at the edges. Turn our attention, therefore, first to your remotest provinces, that as you get rid of them, the next may follow in order." As we get rid of our colonies, we shall successively close the colonial markets. All emancipated colonies will do as the United States have done. They will protect their own industry.

SOPHISM 25: "A return to the protective policy will never be."—A bold prophecy. For a return to a more protective policy has happened in America, in Russia, in Holland. Men hastily conclude that, because such great political measures as Catholic emancipation or parliamentary reform are plainly irrevocable, therefore a great commercial measure must necessarily be irrevocable too. But important differences are overlooked. In the first of those great changes we did but follow all mankind—nearly all governments, popular or despotic, in a great act of public justice; the establishment of equal religious liberty. In the second we did but bring back the constitution to its original theory. Whether in so-

doing we did practically secure better government—whether, as an instrument of good government, the old House of Commons was not better than the new—may be matter of controversy. To popularize the Legislature may not necessarily be to improve it—to make it either more honest or more efficient. But that the rotten boroughs would have withstood the shock of 1832 is incredible. The change whether for better or for worse, had become inevitable and indispensable, and the notion of retrogression is ridiculous. Moreover, both Catholic emancipation and parliamentary reform differ from a change of commercial policy in another respect. The real effects of the two measures will only become apparent after the lapse of long tracts of time, perhaps of generations. The real effects of a change of commercial policy are much sooner apparent. They may be plainly visible in a few years, or even a few months. At present we have had unlimited and indiscriminate imports only about six months. Yet much is already known which was matter of mere conjecture in 1846. A comparatively uninformed man is really in some respects wiser now than the wisest of the debaters in 1846. Much more will be withdrawn from the domain of conjecture and have become matter of certain knowledge before another year has elapsed. And why are we to suppose that commercial legislation, which from the commencement of our history has been variable and fluctuating, should all at once become fixed and stereotyped? Not as it has always changed in the past, so it surely will change again in time to come, perhaps after bitter disappointment. If one were disposed to hazard a prophecy, one would not say that a return to protection is probable that would be loose and inaccurate language; one would rather say it is certain. As to the period when the return will take place, it is a question of time and mischief. How much time must elapse and how much more mischief be perpetrated before the nation not only feels, as it has long felt, but understands and sees that it has been deluded? Probably the period is not distant.

SOPHISM 26: "To raise the wages of labour is to impair the fund out of which wages are paid." This is so far from being true that, under a proper system, the converse is true. To raise the wages of labour is to augment the fund out of which wages are paid. It is to increase the means of maintaining labour. The peculiar situation of the United States secures a comparatively high remuneration to labour. But the Government of the United States is not even content with that security. It will have protection to American manufactures, among other reasons, for this reason—that the wages of manufacturing labour may not, by any possibility, be beaten down to the low and miserable European standard. So in England, under the old system of protection, the wages of artisans and sailors have long been much higher than the wages of other European artisans and sailors. These high wages have introduced a high standard of living—that is to say, high in comparison with other European countries. The English labouring poor have hitherto, on the whole, been better lodged, better clothed, and better fed than the French, the Germans, the Russians, or the Italians. The effect is visible even in the physical and mental qualities of the race, on land and sea, as compared with other nations. Mr. Mill admits the enormous effect of custom in determining the actual rate of wages. Before him, its potent and extensive operation had been overlooked. A zeal for generalization had referred the rate of wages entirely to supposed general laws; but custom, bodily constitution, climate, and many other peculiar or accidental circumstances, have much to do in fixing the actual rate of wages. Yet these causes, however efficient under a system of protection, are powerless in the presence of unlimited competition by foreigners, worse lodged, worse clothed, worse fed than the English. In order to compete successfully with them, the Englishman too must be worse lodged, worse clothed, and worse fed. The foreign workmen will inevitably usurp the Englishman's market, unless he can meet with them on equal terms. Water does not more naturally and irresistibly find its level. The first step towards an amelioration in the condition of the working classes is security against the competition of those among whom a lower style of living, inferior diet, dress, and houses are habitual. This is the only true and solid foundation for measures tending still further to better the condition of the working classes—the bulk of the nation. Without this foundation you are building on a shifting sand. But this foundation once securely and irrevocably laid, other measures tending still further to better the condition not only of the working classes but of their employers, and withal to augment industry and increase national wealth faster than ever, become possible. Every increase in the rate of wages enormously increases the power of the bulk of the nation to consume, and pay for what they consume. It creates a new and enormous demand. It creates a new and immense home market. An increase of but a shilling in the average wages of the working classes would amount to forty or fifty million sterling a year, or more. It increases their effective demand to that extent. It creates a new market to that extent. So, on the other hand, a decrease in the wages of labour to the extent of a shilling a day diminishes the market which the expendi-

ture of the labouring classes creates to the extent of forty or fifty million a year or more. What is wanting to increase production and augment capital? Markets—secure and extensive markets. But secure and extensive markets are exactly what a better remuneration of the working classes will supply. What it will be said, are both to gain?—masters and workpeople too? Yes, both are to gain. Infinitely more work will be done, and what is done will be better done. The secret is this. More wealth will be created. There will be more to divide between profit and wages. Masters will have more, as well as workmen. The funds which employ labour will be augmented, not diminished. There will be at once more for all and it will be better distributed amongst all. But, it is said, this will diminish exports. It will not effect exports to foreign countries much. It will not effect exports to the colonies at all: it will tend to augment them, and any trifling loss on the foreign trade will be compensated over and over again by the home market. The labouring classes alone produce all the wealth of the kingdom. Under a proper system, they would enjoy their just share of that wealth in the shape of fair and reasonable wages. A system under which they do not enjoy it is not only vicious, but while cruel to them is injurious and dangerous to all. Deep wisdom lies in the sacred precept: "Thou shalt not muzzle the ox that treadeth out the corn."

Free Trade à la Cobden and Bright is nothing more than favouring dead men's wages (capital) at the expense of those of living workmen; and the latter will make themselves heard when once they find out the true state of the case.

WAGES IN EUROPE.

From careful inquiries made of the guilds and labour societies by our consuls, the results of which have from time to time been published in these columns, it is found that the range of wages in Switzerland is \$80 a year for gardeners, \$50 to \$60 for adult male farm labourers, and \$14 to \$20 for adult females, with lodging and board for all; for young men on farms \$20, with clothes added to board and lodging. The working day is 11 hours. Carpenters get 67 to 70 cents, fresco painters and moulders, 80; dyers, 75 to 93, potters, 67 cents for 12 hours; house painters and varnishers, 88, engineers, 78; masons, 84; machinists, saddlers, upholsterers and carpenters, 88; coopers, \$1.52 to \$1.75 per week, with board; locomotive engineers, at 13 to 16 hours per day, \$5.50 a month. The food of a majority of these people is coffee and bread at morning and night, and meat and vegetables at noon. Nearly all are members of mutual health insurance companies, and this is compulsory as to railway employees. In Gothenburg, Sweden, blacksmiths earn \$4.50 per week; carpenters, \$3.37; cabinet makers, \$4.86 to \$6.75; upholsterers, \$3.25 to \$3.40; batters and tailors, \$4.05 to \$4.80, bricklayers and plasterers, \$4.45 in seven months, and \$2.10 to \$2.70 in winter; watchmakers, \$8.10; foremen in cotton mills, \$3.24 to \$4.05; labourers, 40 to 54 cents a day, female domestics, \$2.15 per month, with board and lodging. Wheat flour is \$3.57 per 100 pounds; rye, \$2.28, bacon, lard, butter and cheese, 10, 14 23 and 14 cents per pound; beef and mutton, 10 and 9 cents; granulated sugar, green coffee and tea, 11, 22 and 81 cents, potatoes, \$1.40 per barrel of 3 bushels. These are the qualities generally used by the wage-earning classes. In answer to inquiry from a parliamentary committee, the provincial authorities reported that the wages of agricultural labourers in the Province of Gothland (the southern end of Sweden) had been 20 to 35 cents a day in summer and 13 to 26 in winter during 1854-9. 23 to 46 in summer and 13 to 26 in winter during 1870-74; 26 to 50 in summer and 18 to 31 in winter during 1863-9; 20 to 33 in summer and 18 to 26 in winter during 1880. The condition of labour in Switzerland and Sweden thus appears to be rather worse than in Germany, and the large increase of emigration to this country is not surprising. Germany sent 34,602 in 1871-9, 84,838 in 1879-80, and 209,500 in 1880-3; for the other two the figures for the last year are not complete, but for the three quarters ending March 31 last the arrivals were 6,158 from Switzerland and 10,848 from Sweden, against 7,329 and 4,223 for the corresponding period of 1879-80.—American Protectionist.

INSTITUTE OF ACCOUNTANTS AND ADJUSTERS FOR: ONTARIO.

The regular monthly meeting of this Institute was held on Thursday evening last, in rooms of the board of trade. The President, Wm. Anderson, Esq., reported to the meeting the result of his recent visit to Britain, where he had an interview with the Secretary of the Institute of Accountants for England for the purpose of bringing about affiliation between this and the home institute; but as the charter of the latter makes no provision for that object, the matter was laid over for the present. Still, as our Ontario Institute was thus made known, it will lead to the opening of correspondence, and thus our local institute may be the medium for the transaction of such business as the members of the home society may have in this country. After some routine business, a paper was read by Mr. W. A. Douglass, of the Freehold Loan and Savings Company, on

loan companies' balance sheets. The essayist introduced his subject by referring to the growth of credit as being one of the chief causes of the progress of civilization, and the necessity for the work of the accountant as an indispensable part of our financial mechanism. It was pointed out that because of the timidity of credit companies and truthfulness are essential to every balance sheet. Comparison was made between the different forms of statements issued to the public, as in analysis of one or two recently published statements was given, showing how vague and indefinite some of the terms used in them were, and how they quite failed in showing the proper position of companies. The advantages and disadvantages of the usual cash abstracts, receipts and disbursements were fully discussed. The conclusion was reached that whether the cash statement were issued or not the loss and gain statement should never be omitted. The proper method of valuing assets, not merely the mortgages but other assets, such as municipal debentures, and the nature and uses of the reserve fund, were fully considered.

Various members took part in the discussion, showing considerable interest in the different subjects touched on; and the idea was very generally expressed that such discussions must be beneficial in bringing about many improvements suggested in the paper just read. It is the intention of the Institute to take up and discuss the Balance Sheet issued by the various Joint Stock companies in the Province, and, if necessary, call attention to discrepancies or statements made in them that may require explanation. A hearty vote of thanks to the essayist was passed before the meeting adjourned.—Monetary Times.



Notice to Contractors.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for the six three works," will be received until THURSDAY, the 25th day of OCTOBER next, inclusively, for the construction of an addition to the Pier at the aux trois, County of Montmagny, Quebec, according to a plan and specification to be seen on application at the Post Office, Montmagny, where printed forms of tender can be obtained.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, the blanks properly filled in, and signed with their actual signatures. Each tender must be accompanied by an accepted bank cheque, made payable to the order of the Honorable the Minister of Public Works, equal to five per cent. of the amount of the tender, which will be forfeited if the party declines to enter into a contract when called upon to do so, or if he fails to complete the work contracted for. If the tender is not accepted, the cheque will be returned. The Department will not be bound to accept the lowest or any tender.

By order, F. H. ENNIS, Secretary.

Department of Public Works, Ottawa, 23rd Sept., 1891. (14-2)



Notice to Contractors.

SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for Pier at Maurice Works," will be received until THURSDAY, the 25th day of OCTOBER next, inclusively, for the construction of two Piers, at the mouth of the River St. Maurice, Quebec, according to a plan and specification to be seen on application at the office of the Superintendent, St. Maurice Works, Three Rivers, where printed forms of tender can be obtained.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, the blanks properly filled in, and signed with their actual signatures. Each tender must be accompanied by an accepted bank cheque, made payable to the order of the Honorable the Minister of Public Works, equal to five per cent. of the amount of the tender, which will be forfeited if the party declines to enter into a contract when called upon to do so, or if he fails to complete the work contracted for. If the tender is not accepted, the cheque will be returned. The Department will not be bound to accept the lowest or any tender.

By order, F. H. ENNIS, Secretary.

Department of Public Works, Ottawa, 23rd Sept., 1891. (14-2)



Notice to Contractors.

SEALED TENDERS, addressed to the undersigned, will be received at this office until THURSDAY, the 19th instant, at noon, for the Clearing and Removal of Snow, etc., from the Public Buildings, Ottawa, and also for the Removal of Snow, etc. from the roofs of buildings, outbuildings, walks, avenues or roads, etc., at Rideau Hall.

Forms of Tender and Specifications can be had at this office, where all necessary information can be obtained. Separate Tenders will be required for each work, and must be endorsed "Tender for Removal of Snow, Public Buildings," and "Removal of Snow, Rideau Hall," respectively. Each Tender must be accompanied by an accepted bank cheque, made payable to the order of the Honorable the Minister of Public Works, equal to five per cent. of the amount of the tender, which will be forfeited if the party declines to enter into a contract when called upon to do so, or if he fails to complete the work contracted for. If the tender is not accepted, the cheque will be returned. The Department does not bind itself to accept the lowest or any tender.

By order, F. H. ENNIS, Secretary.

Department of Public Works, Ottawa, 23rd October, 1891. (15-1)

THE NORTH-WEST.

The Governor-General on His Trip.

THE WINNIPEG BANQUET.

The banquet to His Excellency the Governor-General by the Manitoba Club... attended by upwards of one hundred members of the club...

In responding to the toast of the evening, His Excellency the Governor-General said:—Mr. Chairman and Gentlemen,—I beg to thank you most cordially for the pleasant reception you have given to me...

His Excellency the Governor-General said:—Mr. Chairman and Gentlemen,—I beg to thank you most cordially for the pleasant reception you have given to me... I have undertaken will be an easy one to accomplish throughout its length for all, while at present the facilities of railway and steam accommodation only suffice for half of it...

of the country has this, and that it should be able to produce in winter as much as in summer... the whole of it has been the favorite breeding ground of the buffalo... the quantity of the 'bull' or high cranberry bushes, and the rich bunches that hang from the choke cherry...

With the fear of Ontario before my eyes, I would, therefore, never venture to compare a winter here to those of our greatest province, but I am bound to mention that when a friend of mine put a question to a party of 16 Ontario men, who had settled in the western portion of Manitoba... the quantity of the 'bull' or high cranberry bushes, and the rich bunches that hang from the choke cherry...

It is the moisture of the atmosphere, which makes cold tell, and the Englishman who, with the thermometer at zero in his moist atmosphere, would be shivering would here don one flannel shirt... the quantity of the 'bull' or high cranberry bushes, and the rich bunches that hang from the choke cherry...

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another day's land-walk and kindly may I only know something of the nature of each allusion for me. The effect is a good deal like that of the "The Land of the Living" by Mr. F. H. B. ...

The allusion was not made at all by me as a part of a private conversation. My only intention was to refer to the work in a general way, and to say that it was a very good book, and that it was worth reading. I should be glad to see it, and to have it in my library. I should be glad to see it, and to have it in my library.

POSTAL TIME-TABLES.

POST OFFICE, MONTREAL.

Destination	Train Name	Time	Days
Quebec	Quebec	8:00	Daily
St. Johns	St. Johns	9:00	Daily
Halifax	Halifax	10:00	Daily

POSTAL TIME TABLE.

POST OFFICE, OTTAWA.

Direction	Train Name	Time	Days
East	Atlantic	8:00	Daily
West	Western	9:00	Daily
South	Southern	10:00	Daily

RAILWAY TIME-TABLES.

ST. LAWRENCE & OTTAWA RAILWAY.

Station	Train Name	Time
Ottawa	Montreal	8:00
Montreal	Ottawa	9:00
Ottawa	Halifax	10:00

OFFICIAL ANNOUNCEMENTS
 DEPARTMENT OF THE SECRETARY OF STATE OF CANADA.
 The Hon. the Deputy of the Governor-General has been pleased to make the following appointments, viz. —
OTTAWA, 3rd October, 1881.
 Michel Mathieu, of the town of Sorel, in the Province of Quebec, one of Her Majesty's Counsel learned in law, to be a Judge of the Superior Court in Lower Canada, now the Province of Quebec, vice the Hon. Louis Auguste Olivier, deceased.

REVENUE AND EXPENDITURE
 of the revenue and expenditure, on account of the consolidated fund, of the Dominion of Canada, as by returns turned to the Finance Department to the night of the 30th September, 1881. —
Revenue.
 Customs 2,291,415 77
 Excise 1,298,000 00
 West Office 1,427 83
 Public Works, including railways 21,200 25
 Ways 1,977 85
 Bill Stamps 1,690 45
 Miscellaneous 1,690 45
Total Revenue for August, 1881 5,176,636 55
Expenditure
 do to 31st August, 1881 4,702,254 15
Total Expenditure 4,702,254 15
Monthly statement of goods exported from the Dominion of Canada (exclusive of British Columbia) for August, 1881.

LOCAL MAILS.

Station	Time	Days
Valleyfield, Valois, and Dorval	8:00	Daily
St. Johns	9:00	Daily
Halifax	10:00	Daily

RAILWAY TIME-TABLE.

Canadain Pacific Railway.

Station	Train Name	Time
Ottawa	Montreal	8:00
Montreal	Ottawa	9:00
Ottawa	Halifax	10:00

INTERCOLONIAL RAILWAY.

SUMMER ARRANGEMENTS, commencing 6th June, 1881.
 Through Express Passenger Trains on Sunday (Sundays excepted) as follows: —
 Leave Point Levis 7:30 a.m.
 Arrive Liverpool 11:30 a.m.
 Arrive St. John's 1:30 p.m.
 Arrive Halifax 3:30 p.m.
 Arrive Moncton 5:30 p.m.
 Arrive Miramichi 7:30 p.m.
 Arrive Campbellton 9:30 p.m.
 Arrive Bathurst 11:30 p.m.
 Arrive Newville 1:30 p.m.
 Arrive Moncton 3:30 p.m.
 Arrive St. John's 5:30 p.m.
 Arrive Liverpool 7:30 p.m.
 Arrive Point Levis 9:30 p.m.

The number of insane persons in the United States is put down by experts at 100,000, and the same authorities say that from ten to twenty per cent. are curable by present methods.
 The Salvation Army appear to be in a bad way in England. While detachments were recently parading the streets of Reading, singing hymns, they were attacked by a mob of two thousand persons, who smashed a number of windows in the Salvation barracks.

Winnipeg, Man., 10th.—The following additional notes of the Governor-General's journey have been obtained: —
 Helena was reached on the 29th. The Governor-General was met by the Mayor and Council at the outskirts of the town. His Excellency declined the honour of a dinner on account of the death of the President of the United States. After three days' more very pleasant travelling, Dillon, at present the terminus of the Utah and Northern Railway, was reached on the afternoon of the 2nd inst., and the next day the Governor-General left early by train for Ogden City, he and his party having, as nearly as can be calculated, driven 1,330 miles since leaving the Canadian Pacific Railway near Portage in Prairie. His Excellency, accompanied by Lieut.-Col. De Winton and Major Chater, proceeded on October 6th to Winnipeg via St. Paul, the remainder of the party proceeding to Chicago en route to Canada. The Governor-General is expected to reach Ottawa about the 15th or 16th by train from Winnipeg.
 At Aylmer on Thursday Judge Macdougall delivered judgment in the case of H. Hoad vs. Ross. The demurrer filed by the defendant, dismissing the demurrer, and reversing judgment on the law answer filed by the plaintiff until after proof is done, His Honour said that the construction of the defendant's plea was

GREAT BRITAIN, ETC.

Route	Train Name	Time
By Canadian Line (Friday)	Canadian	7:30
By Canadian Line (Saturday)	Canadian	8:00
By Canadian Line (Monday)	Canadian	8:30

Letters, etc., prepared in New York are forwarded daily on New York, where mails are despatched. For Havana and West Indies, via Havana, every Thursday p.m.
 Postal Car Boxes open till 5 a.m. and 8.15 p.m.
 Postal Car Boxes open till 9.00 p.m.
 The Street Boxes are visited at 9.15 a.m., 12.30, 3.30 and 7.30 p.m.
 Registered Letters should be posted 15 minutes before the hour of closing ordinary Mails, and 30 minutes before closing of English Mails.

COMMENCING ON MONDAY, JULY 25th, 1881.

Station	Train Name	Time
Montreal	Ottawa	8:00
Ottawa	Montreal	9:00
Ottawa	Halifax	10:00

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ticket under which Mr. Holland held his land is not a title giving rights of ownership, but merely a right of occupation or lease was wrong. The location ticket used in the administration of public lands was really a deed of sale, when accompanied with possession. It would be held so if the transaction was between private individuals, and if there was any difference between a private individual and a Government it would be against the latter, because the Government had adopted the system of purchase of sale, and it was sanctioned by a large number of statutes passed from time to time. He cited the case of Dubreille vs. Lalonde, in which the Court of Appeals had held that Dubreille's location ticket was a promise of sale, and being followed by possession was as good as a deed of sale. He thought therefore that the deed of sale in this case should be maintained if the allegations of the plaintiff should be sustained by evidence. As to the demurrer that the plaintiff not being proprietor had no right to claim the logs in nature, His Honour said that the whole case turned on this very point, whether the plaintiff was proprietor of the lots or not. If he sustained his location ticket he was proprietor, and therefore had the right to claim the timber on the land. It was no ground for a demurrer. As to the question how far the Province of Quebec represents the old Government of Canada in respect to the administration of the public lands, His Honour did not think this was just the time or way to raise the question. In his opinion the Province of Quebec took the position of the old Government of Canada with regard to the administration of lands, but this matter would come up more regularly upon appeal to the merits and after proper investigation. The validity or invalidity of the cancellation would depend on a good deal upon the proof to be made in the case. His Honour concluded by saying that "there was another part of the case—a very important part too—the absence of notice given either by the Crown Lands Agent, or the Minister, or the Deputy Minister, to the plaintiff before cancellation. The pleadings did not show whether the Hollands were ever notified that the cancellation would take place, or were called upon to show why it should not be made. Of course it was a matter that required proof, and therefore the best way to dispose of the case at the present stage was to dismiss the demurrer, and to reserve the answer in law.

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General Office, 13 Place d'Armes Square,
 Tremblay Street, 13 Place d'Armes and 202 St. James St., Montreal, and opposite the Russell House, Ottawa.
 L. A. SENFEAL,
 General Superintendent.

THE MONEY MARKET.

DOMINION TRADE REGISTER

INDUSTRIAL DIRECTORY

AGRICULTURAL IMPLEMENTS
WHITING MANUFACTURING CO.
ISLAND VALE MANUFACTURING CO.
ANILINE DYES.
BRASS WORKS.
BRIDGE BUILDERS.
CAPS AND FURS.
CARPETS.
COAL AND WOOD.
COCOA AND CHOCOLATES.
COTTON BROKERS.
COTTON MILLS.
EDGE TOOLS.
ENGINES AND BOILERS.
ENGINEERS AND MACHINISTS.
ENCRAVERS, ETC.
FILES.
FURNITURE.
GLASSWARE.
Hammers.
HUBS, SPOKES AND BENT GOODS.
KNIFE WORKS.
KNITTING MILLS.
LASTS, DIES, ETC.

LEATHER BELTING.

DOMINION BELT AND HOSING CO.
ROBIN & MADLER.
ORGANS AND PIANOS
W.M. DILLI & CO.
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DOMINION ORGAN AND PIANO CO.
S.R. WARREN & SON.
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HEINTZMAN & CO.
WOOD, POWELL & CO.
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CANADA PAPER CO.
DOMINION PAPER CO.
JOHN FISHER & SONS.
LINCOLN PAPER MILLS CO.
W.M. BARBER & BROS.
S.A.W. MANUFACTURERS.
R.H. SMITH & CO.
SHURLEY & DITTRICH.
SEWING MACHINES, ETC.
W. WILKIE.
CANADA SCALP WORKS.
C.WILSON & SON.
HOWE SCALE CO.
SPICES, ETC.
R.D. VAN DER CAHRE & SON.
STEREOTYPERS, ENGRAVERS, ETC.
E. DIVER & CO.
STOVES.
W.M. CLENDENING.
TELEPHONES.
HOLT TELEPHONE CO.
TRIERS.
BUTTER & CHEESE TRIERS.
WIRE WORKS.
D. GREENING & CO.
MAJOR & GIBB.
TIMOTHY GREENING & SONS.
WOODEN GOODS.
C.T. BRANDON & CO.
J.R. McCLAREN, Jr.
WOOLLEN MANUFACTURERS.
J. ROUTH & CO.
JOHN WARDLAW.
WOOLS AND COTTON WARP.
WINANS & CO.

PETROLEUM OIL

Table with columns: Stock this day, Landed last week, Delivered last week. Rows for various oil types and quantities.

CANADIAN MARKET.

(Petrolia Advertiser)
The market for crude this week is very unsettled and prices seem to be very fluctuating. Quotations may be given at \$1.17 to \$1.25. The price of refined remains at 20c. Drilling operation are very brisk.

The price obtainable for the crude oil or warehouse receipts issued by the different Pipe Line Companies, at Petrolia, Ont., including the pipe charge of from 2c to 4c per barrel, according to the distance of the producers well from the shipping tanks at the railway, is \$1.80 to \$1.87 in tank.
The price of American crude oil in the various producing districts of Oil City, Parker, Titusville and Bradford, by the latest quotations, is 97c per barrel in tanks at the wells for United Pipe Line crude oil certificates—to this price has to be added the pipe charge of 20c per barrel for pumping on board the cars. When a producer has his own pipe line he obtains from 10c to 20c per barrel more for his oil than the price at the wells, but he does not get the advantage of a certificate in case he wishes to hold his oil for a rise and get money advanced on it.

REFINED OIL MARKET.

Table with columns: Petrolia (Ont.), London, Toronto, Montreal, Quebec, Halifax and St. John's. Rows for various oil grades and prices.

The above are wholesale prices per Imperial gallon at which refined oil is sold by the cat loaf; the price per single barrel is generally from 1c to 2c above these figures.

The latest refined oil quotations in New York market are as follows:—Cargo lots for export, 110° burning test by the Saybold tester, 8 1/2c per wine gallon.

Refined oil for the New York City trade, in lots of 50 to 100 barrels, 100° flash test by the Tagliabue pyrometer, 9 1/2c per wine gallon.

Refined oil of 150° burning test, prime white, 10c to 10 1/2c per wine gallon, water white 11 1/2c to 14c per wine gallon, according to brand. This is the kind of American oil usually purchased for the Canadian market, and is coming into general use in the United States.

Cases of refined oil for export, 110° burning test, cargo lots, 11 1/2c to 12 1/2c, according to brand.

PETROLEUM PRODUCTS.

Table with columns: Lubricating, Kerosene, Paraffin Candles, Wax. Rows for various petroleum products and prices.

THE SOCIAL POSITION OF MECHANICS.

The American Mechanist, in a recent editorial, relates the following: "We were very much amused on a certain occasion, in a boarding house, by the peculiar freaks of a lady who would not make her appearance at the table until the rest of the boarders, who were principally mechanics, had finished their meal. One day she expressed herself to the landlady as being 'tired of living in a house with a lot of unwashed mechanics.'" There are two ways of considering the above. In one view the lady was justifiable in making the remarks that she did; in the other she certainly was not. If it were true that she had to sit down to meat with a lot of 'unwashed mechanics,' or with men of unclean appearance, she was excusable for expressing her dislike so to do. There can be no justification for filthiness, whether it be in high life or low life, but if the lady in question used the term 'unwashed mechanics' as a contemptuous expression, indicating her foolish dislike of associating with mechanics because of their peculiar avocation, her remarks were not only without justification, but revealed a narrowness of comprehension that should lower her in the estimation of all right thinking people. This lady is not alone in her dislike of associating with mechanics. There are thousands

PETROLEUM.

THE BRITISH MARKET.

ASTREB BROWN & CO'S PETROLEUM REPORT.
London, Sept. 26th, '81.
Refined Petroleum Oil.—Early in the past week a large business was done at advancing prices based on the improved quotations from the States both for crude and refined; however, a reaction soon set in, and the fall has been even sharper than the rise. Prime and Standard White Pennsylvania sold on the spot 7 1/2c per gallon down to 6 1/2c for short prompt tendered oil, the month at 7 1/2c down to 6 1/2c, November-December 7 1/2c down to 6 1/2c, Jan.-Feb. and Jan.-March 7 1/2c down to 6 1/2c. In the river in course of landing there are about 23,000 barrels, while at London direct 51,000 barrels, and landing 68,000 barrels.
To-day's market closes steady. 7d spot, Nov.-Feb. 7 1/2c.
Naphtha.—Quiet, but steady.
Coal Oil.—No business.
Turpentine.—Continued quiet during the greater part of the week at 41s. 6d. in all positions to the end of the year, the first 4 months of 1882 commanding fractionally more money; a slight improvement occurred on Friday which has since been maintained, and spot sold at 42s. 6d and same quotation to end of the year. The stock at the wharves to-

THE MONEY MARKET.

TORONTO STOCK REPORT.

Table with columns: BANKS, Capital subscribed, Paid up, Ret., Dividend last 6 months, Closing Price Oct. 12. Rows for various banks and financial institutions.

DEBENTURES, Ac.

Table with columns: Dominion Gov't stock, 1 per cent, 30th April and Oct, Ottawa, Montreal, and Toronto. Rows for various debentures and interest payments.

MONTREAL STOCK REPORT.

Table with columns: NAME, Price, Capital subscribed, Paid up, Ret., Dividend last 6 months, Closing Price Oct. 12. Rows for various Montreal stocks and companies.

of Flora McFlimsey's in the land, who turn up their noses at men for their superiority in intellectual, social or moral acquirements, simply because the latter are active workers in some of the mechanical pursuits. But this exhibition of contempt for mechanics is not exclusive with the ladies we have mentioned—there are plenty of so called men who sneer at what some term the "gray mechanic." These are frequently the kind of men who are the habitués of the gambling den, the saloon, the house of prostitution, or wherever else evil is concocted. There is something innately vicious in the individual that derides another because he is a mechanic. It should be known by this time that neither clothes nor avocation make the man. A banker may be a low, coarse bred individual while the mechanic may be not only skilled in his work, but highly educated and refined—fit to adorn any society. It is high time that the mechanics of the country should be recognized for what they are worth. Because sometimes in the course of their calling their hands and clothes become soiled does not signify that their business is not respectable. In the mechanical world intellect is always at a premium. Nowhere do learning and skill, and intelligence too, come in better play than here. Compare the young mechanic at his father with the ordinary bank clerk or the auctioneer, or the book-keeper. In the situation of the two latter it is not a higher degree of intelligence that the former. They in fact do not demand as much. The goal mechanic at once becomes an inventor, and an inventor is a thinker, and if a successful inventor, he must be a logical thinker. Is there any higher aristocracy than that of the intellect? True, in the

HAMILTON COTTON COMPANY,
HAMILTON, ONT.

HOSIERY, YARNS

KNITTING YARNS BELLEVILLE WAPLES & CO.

DENIMS AND TICKINGS.

DOMINION CARD CLOTHING WORKS

W. B. GRAY Proprietor

Card Clothing and Woolen Mill Supplies

Woolen and Cotton Goods

Woolen and Cotton Goods



Marbleized Slate Works

MADE AND MARBLEIZED SLATE
MANTELS.

J. M. DURWARD

CANADA

WM. NORRIS & SON,

MANUFACTURERS OF

PIANO STOOLS

AND KNIVES OF

EMBROIDERED AND TAMBOURED

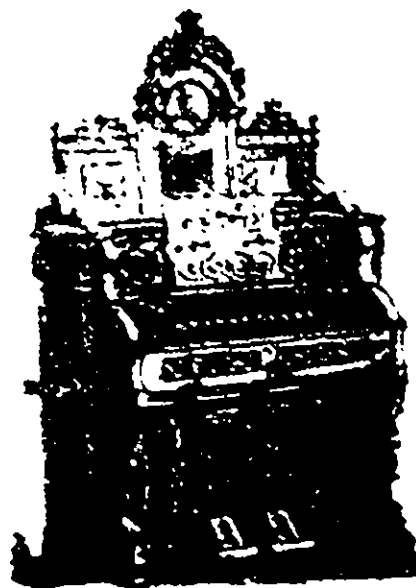
PIANO COVERS.

No. 8 ADELAIDE ST. EAST,

TORONTO.

Excelsior Organs

Acknowledged to be the most serviceable Organ on the market.



ALL HONORS TAKEN WHEREVER SHOWN.

Daniel Bell, Sons & Co.

56 to 64 Bolton St., TORONTO.

P.S.—NO BRANCH FACTORY AT GUELPH OR ELSEWHERE.

COSGRAVE'S VIENNA LAGER.

NOW READY:

THE PURE AND WHOLESOME SUMMER BEVERAGE.

PROF. CROFT'S ANALYSIS.

I have examined it chemically, and find it exceedingly pure. I have no hesitation in certifying that it is as GOOD LAGER BEER AS I HAVE EVER TASTED, and that it is a PERFECTLY PURE and therefore WHOLESOME BEVERAGE.

The TRADE and FAMILIES supplied in Wood and Bottles.

Orders by Post promptly attended to.

COSGRAVE & SONS.

Oshawa Cabinet Company,
FURNITURE MANUFACTURERS
OSHAWA.

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

RETAIL WAREHOUSES:

97 YONGE ST., TORONTO, & 447 & 449 NOTRE DAME ST., MONTREAL.

THOS. DAVIES & CO.
PIONEER

LAGER BEER, ALES and PORTER,

BOTTLED FOR EXPORT AND DOMESTIC USE.

NOTE ADDRESS,

THOS. DAVIES, TORONTO.

PETLEY & CO'Y,

IMPORTERS AND MANUFACTURERS,

SIGN OF THE GOLDEN GRIFFIN, KING STREET EAST

(NEARLY OPPOSITE THE ST. LAWRENCE MARKET),

TORONTO, Ontario.

THE LARGEST

WHOLESALE AND RETAIL DRY GOODS

And Clothing House in Canada!

Persons visiting this City will find it to their advantage to inspect our stock when in the City.

PETLEY & CO., 128 to 132 KING ST. EAST

ASK YOUR GROCER FOR IT!



HIGHEST AWARD AT THE INDUSTRIAL EXHIBITION
AS AWARDED ALL COMPANIONS.
THIS BLUE RECEIVED THE

Elliot & Co.

DRUG MERCHANTS,

Manufacturing Chemists, &c.

3 Front St., Toronto,

Invite attention of the trade to their stock in the following lines:

Drugs and Chemicals,
Paints and Oils,
Dyestuffs and
Manufacturers Supplies,
Druggists' Sundries
and Perfumery.

MANUFACTURERS OF

LINSEED OIL, WHITE LEAD IN OIL, PUTTY,
COLOURS IN OIL, also CHEMICAL and PHARMACEUTICAL PREPARATIONS.

S. Lennard & Sons

MANUFACTURERS OF

PLAIN & FANCY HOSIERY.

To the Wholesale Trade Only.

DUNDAS, ONT.

Wm. WILKIE

(GUELPH SEWING MACHINE CO.)

MANUFACTURER OF

Osborne Sewing Machines

APPLE PARERS,
EGG BEATERS,
SAD IRONS,

SKATES,
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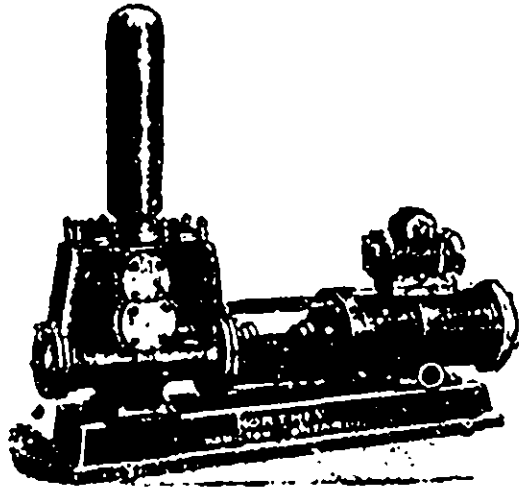
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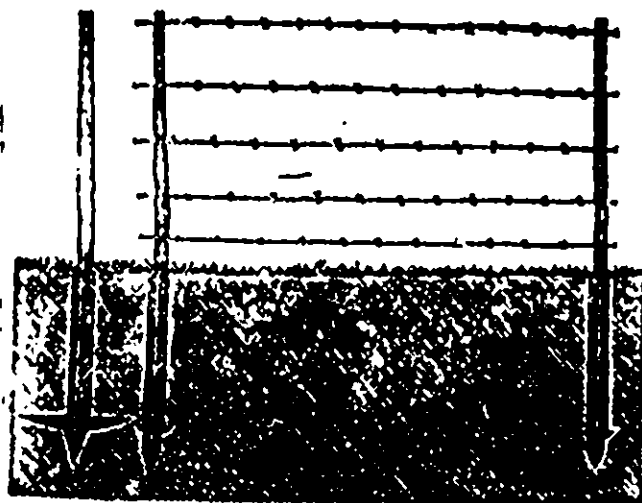
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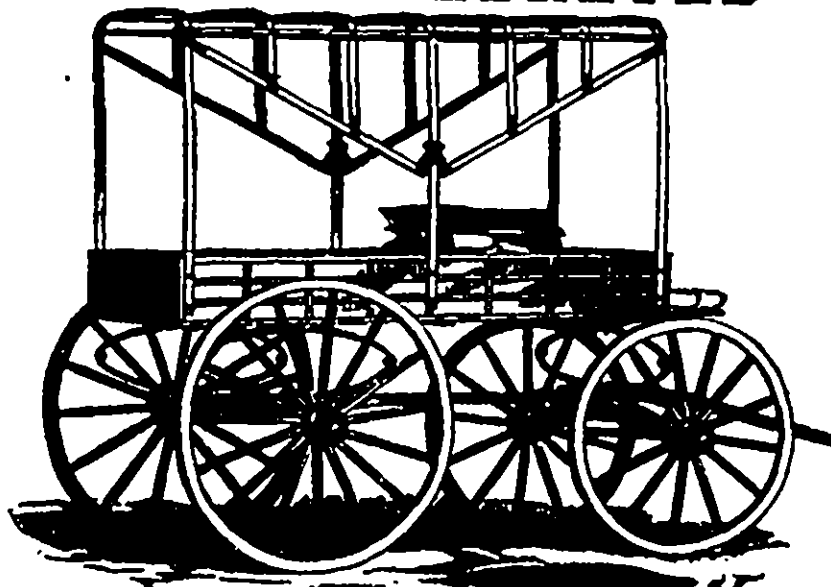
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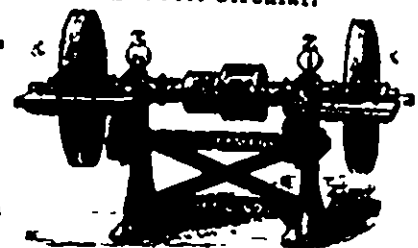
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Plans and specifications can be seen at the
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the Department of Public Works, Ottawa, on
and after Monday, 3rd October, inst.

Persons tendering are notified that tenders
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Each tender must be accompanied by an
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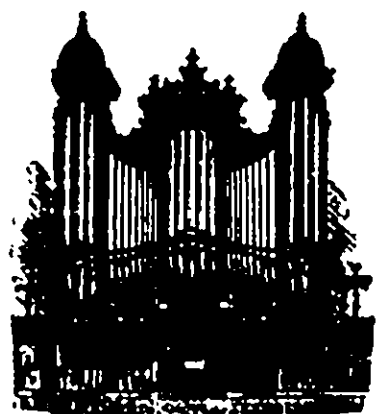
3d.-The Barbs on our Wire are four-pointed, thus
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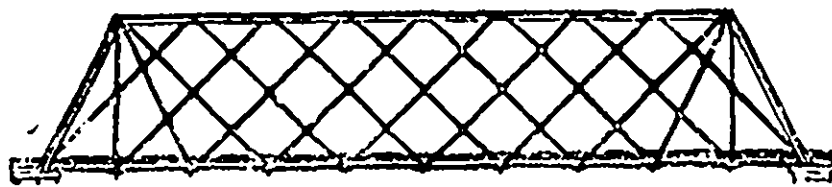
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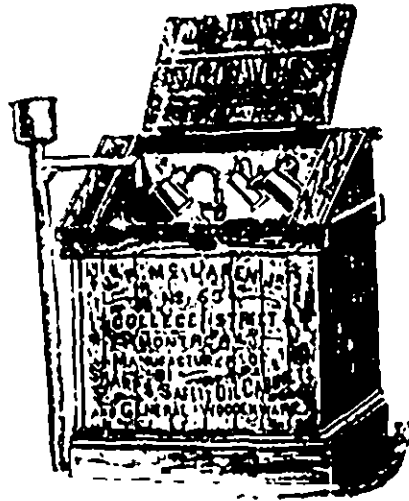
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