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THE BUDGET.

DEVOTED TO AGRICULTURE, MANUFACTURE AND COMMERCE.

VOL. I.

QUEBEC, SATURDAY, NOVEMBER 26, 1870.

NO. 3.

The Budget.

QUEBEC, SATURDAY, NOV. 26, 1870.

RAILWAY INTERESTS.

AMERICAN.

Perhaps no country in the world has reaped greater advantages from the construction of railways than the United States. Physical, moral and political reasons, separately and collectively, pointed out, early in the history of that country, that it was of vital importance to the success of the Union that the different States comprising it should be cemented by the bonds of reciprocal trade. The difficulties to be overcome were great, but the consummate judgment of Washington overcame them when he planned his system of inland navigation.

This great man, soon after peace was proclaimed, made a tour as far West as Pittsburg, and also traversed the western parts of New England and New York, and examined for himself the difficulties of bringing the trade of the West to different points on the Atlantic. Possessed of accurate knowledge on the subject, he corresponded with the Governors of the different States, and other influential characters. He suggested to them the propriety of making by public authority, an appointment of commissioners of integrity and ability, whose duty it should be, after accurate examination, to ascertain the nearest and best portages between such of the Eastern and Western rivers as headed near to each other, though they ran in opposite directions; and also to trace the rivers west of the Ohio, to their sources and mouths, as they respectively emptied either into the Ohio or the Lakes of Canada, and to make an accurate map of the whole, with observations on the impediments to be overcome, and the advantages to be acquired on the completion of the work. In advocating the extension of inland navigation we cannot but regard Washington's views as grand and magnificent. He considered it as an effectual means of cementing the Union of the States. In his letter to the Governor of Virginia he observes, that which is not without a lesson for us:—"I need not remark to you, sir, that the flanks and rear of the United States are possessed by other powers, and formidable ones, too; nor need I press the necessity of applying the cement of interest to bind all parts of the Union

together by indissoluble bonds, especially of binding that part of it which lies immediately West of us to the middle States. For what ties, let me ask, should we have upon those people; how entirely unconnected with them shall we be, and what troubles may we not apprehend if the Spaniards, on their right, and Great Britain, on their left, instead of throwing impediments in their way, as they do now, should hold out lures for their trade and alliance?" After stating the same thing to a member of Congress, Washington proceeds: "It may be asked how are we to prevent this? Happily for us the way is plain. Our immediate interests, as well as remote political advantages, point to it. * * * * Extend the inland navigation of the eastern waters; communicate them as near as possible with those which run westward: open these to the Ohio; open also such as extend from the Ohio towards Lake Erie, and we shall not only draw the produce of the Western settlers, but the peltry and fur trade of the Lakes also to our ports; thus adding an immense increase to our exports, and binding these people to us by a chain which never can be broken."

The foregoing passages from Washington's letters embody interesting evidence of the connection which has always existed in the American mind between the facilities for transit and communication and the strength of the Union. It would seem to be a settled maxim with them, that no country embracing a vast area can be great unless the outlying sections are closely connected with the central; and what the inland navigation system did for them in earlier times is still more effectively done to-day, as with their railway system a distance of fifty miles is as near as 10 miles used to be. By remembering what importance the American people attach, socially as well as politically,—not to allude to the great commercial importance—to the facilities for intercourse between the inhabitants of different States, one will easily understand why the Government of the United States is so generous in its land-grants when the object is to aid in the construction of railways.

With this preface, which we deemed necessary to account for the lively interest taken by the American Government and the public men in the United States in enterprises which tend to connect all parts of the country together, we shall pass on directly to the question of their railways.

The outburst of railway enterprise in England excited a similar spirit in America. In 1827 four miles of lines from the stone quarries at Quincy to Boston were constructed; in 1829 several miles of the Baltimore and Ohio were completed, locomotive power having been first introduced at Lackawana in 1828 on the line which connects the Delaware and Hudson canals. In 1833 the Albany and Schenectady line, 16 miles in length, first made in New York, was opened with locomotive power. These were the feeble beginnings of the American railway system. Let us trace their progress, and probe their results, and then we shall judge whether the American Government, by its liberal land-grants, dealt wisely with the railway interests of the country. We have seen that in 1833 the Albany and Schenectady line was opened—it was commenced in the State of New York. In this State alone, in 1851, there were 1500 miles of railway, and 9000 in the United States which had cost £60,000,000; in 1853 there were 14,500 miles; in 1860 there were 30,635, and to-day there are over 50,000 miles. In 1869 7,715 miles of railway were constructed, at an aggregate cost of not less than \$305,000,000, and during the next five years, it is estimated, upon certain data, that the increase will be 5,000 miles a year.

By dealing liberally with their great railway interests the Americans have, it was well remarked in *Herapath's (London) Railway Journal*, "set a wise example." The land-grant to the Illinois Central of 2,595,000 acres, while it conferred a boon upon the company, has been to the country of much greater advantage, as the company, in disposing of 2,000,000 acres of land, have populated and placed under cultivation a large district of country.

The land-grant to the Des Moines Valley Railway is the cause that now from Keokuk to Fort Dodge. Nearly 250 miles up the valley of the Des Moines River cars are running. For the month of June last the land sales of the company amounted to about \$40,000, and the land-grant bonds of the company, advertized by Messrs. Clarke, Dodge & Co., bear eight per cent interest.

A pamphlet published by Mr. H. J. Johns, in 1869, shews that the bonds of the Lake Superior and Mississippi Railroad Company, connecting St. Paul and Duluth, amounting to \$4,500,000, were taken up by capitalists in five days. And why so? Because the company along the line of the road own 1,632,000 acres of valuable land.

completion of the Pacific Railway has stimulated railway and commercial enterprise along its entire route. Kansas, Missouri, and the entire west are everywhere establishing branch lines with the main arteries of travel. Every town in the west and north-west is completing some missing link, and in the South railway progress is as rapid as the available capital of the respective States will permit.

When one considers that the the line of railway, which starting from Metford, in the State of Maine, where the American system begins, forms a chain of unbroken links all down the Atlantic seaboard to Florida, and that along the Northern boundary of the States the railways border the St. Lawrence and the great lakes very closely in the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Wisconsin, to the Mississippi, then along the course of the Missouri and Mississippi and in the several States and territories of Minnesota, Iowa, Missouri, Illinois, Arkansas, Mississippi, Texas and Louisiana, and that the locomotive now whistles along its way to California over regions where but a few years ago the Indian reigned supreme, one is not amazed at the greatness of that country. The man who reflects that the four miles of road from the Quincy Mines to Boston should have terminated in such results in less than 53 years cannot fail to be awe-struck at the greatness of American enterprise. When, in 1830, Mr. Redfield proposed the construction of a "Great Western Railway," of 1,000 miles, from the Hudson to the Mississippi river, the thing was considered magnificent, but it was left to be realized by a series of lines stretching across the whole region. The same difficulties were not met with when Mr. Whitney undertook, if congress would grant a sufficient breadth of land, to lay down the line, with funds raised by the sale of the land on either side. The scheme had previously been discussed at St. Louis in 1849 at a railway convention attended by 465 delegates, but it required the land which, later on, was obtained to undertake so grand a scheme as building a railway to California.

A reference to *Poor's Railway Manual* will shew that the aggregate net railway tonnage of the United States is 72,000,000 tons which, at an average value of \$150 per ton, amounts to the enormous total of \$10,800,000,000 or more than three times the amount of the United States debt. Now what was the tonnage in 1851? Just 5,000,000, representing a value of \$750,000,000, it increased, as stated, in 1869 to 10,800,000,000, being an amount fourteen times greater than 18 years before. It is estimated that the Railway tonnage of the United States increases annually at the rate of about *one fourth* of the amount of the funded debt of that country. But,

above all things, it is worthy of remark that owing in part to the policy of the American Government in dealing with the railway interests of the country that the railway commerce of the United States amounts to *six times the original cost* of the railways.

THE PROSPECTS OF OUR CITY.

The old system of doing business in this city is dying out fast, very fast. We all feel that things are not as they used to be—no calculations are now based upon the construction of ships. The manufacture of sawn lumber has, to a certain extent, shifted the basis upon which calculations for the square timber were made. We will not affirm that it has altered that trade, but it has gauged the value of square timber upon home prices. What we want is that the producer should regulate the price of his product, and in the lumber trade things are fast arriving to this. We are more independent of the English market than we were, and in this a great improvement is evidenced. This will be understood when it is remembered that some few years ago the Ottawa sawn lumber trade was only 30,000,000, now it is 300,000,000, and this though it has not diminished the production of square timber, has had the tendency of fixing its value here as a commodity that can be manufactured. Why the square log cannot be manufactured here for the European market is what we cannot understand. In woollens formerly we paid higher prices than we do now, and that woollen goods are imported upon a basis of *home prices* is a sign of our progress.

The incidental protection given to material of Canadian manufacture some twelve years ago made Montreal; and it is worthy of remark that every article protected could be manufactured in this country cheaper than we could import a single article for. We do not want to exclude foreign goods, but give the Canadian manufactures a fair protection and they must succeed. Here in Quebec, for the moment, we seem a little backward, but we are only looking out for new branches of industry, and those who have taken to manufactures have set an example that will soon be followed. Our superior geographical position, as the central city of the Dominion, has its advantages, and those who cry down this city will find out their mistake later on.

QUEBEC & GULF PORT STEAMERS.

The steamers of the above line, are now going into winter quarters. Prompt and regular were their trips throughout the season; and the comfort and cleanliness of the vessels, and kindness of their commanders, made the Gulf Ports steamers comfortable to all who travelled by them. The company's

annual trade has been good and remunerative and we have no doubt this news will be hailed by the stockholders, who are chiefly residents of this city, with delight. Notwithstanding the incessant difficulties the subscribers met with in establishing the line, they have succeeded in making it a successful one and a credit to the city. We congratulate the President and his Directors as well as the energetic manager, Mr. Moore, upon their success.

QUEBEC AND NEW BRUNSWICK.

The delegates from New Brunswick, now here with a view of obtaining aid to build a road from River du Loup to Woodstock, it is to be hoped will succeed. The liberal provisions made by the Local Legislature of New Brunswick, at its last session, to open a direct railway communication with our province and the Dominion deserve to be met by us, and the country generally, in a liberal spirit. Our Local Government will not, we are sure, deny its aid to this enterprise, which must be commenced, by the laws of New Brunswick, in their session within three years. The whole matter is under consideration, and we have no doubt the Government of the province will arrange it so that our section of the road, from River du Loup to the province line, 60 miles, shall be built. The deputation, Messrs. Senator Wilmot, Provincial Secretary Beckwith, and Messrs. Connell, Ketchum, Tibbits, and Lawrence, had a conference with the Council of the Quebec Board of Trade, on Wednesday last, at the Board Rooms. We are pleased to hear that a spirit of Railway enterprise is arising amongst us, and hope it may be productive of satisfactory results in developing the country, and giving increased facilities for transport and travel. The Quebec and New Brunswick Railway will connect River du Loup with Woodstock, thus giving us uninterrupted communication by rail with Fredericton and St. John. We cordially approve of the action of the Board of Trade because the construction of these railways would provide a comparatively short route entirely through British territory from Quebec to two British Ports open all the year round,—because it would greatly benefit the trade of the City and Province of Quebec, by opening up a large business with the valley of the St. John in lumber, and in supplying the lumber interests of New Brunswick and a portion of the State of Maine with breadstuffs, provisions and manufactures, now procured at heavy cost from the United States,—because such a blending of commercial interests and increase of trade, would tend to cement the intercolonial union, open up new fields for the lumberer, promote the settlement of uncultivated lands, and add to the general prosperity of the Province of Quebec.

WOODS AND FORESTS.

The Report of the Commissioner of Crown Lands reveals a most satisfactory state of things. The moneys collected from the sale of timber berths, and as Crown dues amount:

From 1st July, 1867, to 30th June, 1868.....	\$195,117 56
" " " 1868 " " 1869.....	321,751 12
" " " 1869 " " 1870.....	362,968 02

A reference to the statistic, following, will show that through the management of this department there was last year collected in Crown dues and the sale of limits, a larger sum than ever under the old Union. The year 1866 and 1867 would appear to disprove this, as the figures shew, and amount to \$369,800 50. These figures are not correct—sums were crowded into the receipts of the woods and forests that year to swell the account, which ought not to have found a place there.

Table of moneys collected from sales of limits, and as crown dues, from:

	\$	c.
1867 to 1868.....	297,203	69
68 to 69.....	376,741	16
69 to 70.....	316,982	27
70 to 71.....	299,933	04
71 to 72.....	284,237	21
72 to 73.....	309,262	15
73 to 74.....	345,294	51
74 to 75.....	321,575	61
75 to 76.....	290,156	18
76 to 77.....	369,700	50

\$5,001,673 40

These figures show the value of our timber lands as a source of revenue, and the lesson that we draw from it is that the Government should, in the first place, reserve large sections of country as timber lands, and enact stringent forest laws to protect the growth of timber. Apart from their commercial value, forests area great protection to the land under cultivation, and shield it in a manner little dreamt of by those who are unacquainted with such subjects.

LOCAL INDUSTRY.

The Society for the Promotion of Local Industry, the President of which is Mr. Joly, has done good service through its inquiries into our manufacturing industry. It has managed to have arranged for the carrying of freight in winter to the Quebec side. The rooms of the Society are in Gowan's Buildings, and, as may be seen by an advertisement in another column, the Society will meet on Monday next to discuss the practicability of establishing an evening school wherein practical instruction to mechanics and those engaged in other branches of industry will be given. The Government grant in this case will be given to the Society who deserve it well.

ENCOURAGEMENT.—On all sides we are being urged upon to appear daily. It is just possible that we may accede to what appears the general desire of our citizens. We thank them for their appreciation of our efforts; we shall always try to deserve well of our patrons.

Studies on the Industries of Quebec.

BY HUBERT LARUE, M.A., M.D.

(Translated for the Budget from Le Courrier de Quebec.)

THE BAKERIES.

The Society for the Promotion of Local Industry did not think proper to include in its report the bakeries of this city. In none of them have been introduced those modern improvements, either for the kneading or for the baking of bread, which are to be seen in foreign countries, all are in their infancy, and not a single one deserves to be classed among industries properly called.

The number of bakeries of Quebec, comprising those of Saint Sauveur, is 31.

With the exception of two, they are all small establishments, which employ two men,— seldom three or four.

The two large establishments are those of Hethington, St. John's suburb, and of McCorkell, St. Roch's suburb. Each of those large bakeries employs 20 men. The number of men employed in the smaller bakeries is 62; so that the total number of men employed in the making of bread in this city is 122.

Kneading is done with the hand; baking is done in those anti-rotated ovens, which everybody knows, and into which the loaves are introduced after the removal of the fire; our biscuit manufacturing factories alone make use of hot air ovens.

Among the vicious and condemnable habits practised in our bakeries, I shall only mention the introduction in the dough of a certain quantity of potatoes. Such an addition is made in accordance with the comparative value and price of potatoes and flour.

One baker has told me that, in his establishment, as well as in all the others he is acquainted with, a good quality of bread cannot be made without the mixture in the dough of a certain quantity of potatoes. "In certain bakeries of Montreal," said that baker, "a very good bread is made without potatoes. I do not know how they do."

It is as well that everybody should know—bakers as well as consumers—that in every country in the world such a practice is designated by one term; such term being *bread*.

When a consumer asks for *bread*, the baker is held to sell him *bread*, and nothing else. Potatoes introduced into bread are nothing else, but potatoes, as bread ought not to be manufactured with anything else but flour derived from cereal plants; such a flour being the only one which can be converted into bread.

The reason of that is evident. The substances which contain the two elements, *starch* and *gluten*, in due proportions, are the only ones which can be made into bread. Gluten is a kind of gummy, elastic and very nutritious substance, to which is due the raising of the dough. Potatoes, rice, peas, beans, &c., do not contain such a substance, and for that reason cannot be made into bread.

Not only is it necessary that the flour used in panification should contain *gluten*, but it should contain it in due proportion. Let us suppose that to a flour of superior quality a certain quantity of potatoes be added; the quantity of gluten would decrease proportionally; hence a

loaf of bread which would be more nutritious and better and consequently, more palatable.

Mixed with potatoes, containing no *gluten*, the bread becomes less nutritious as the flour of cereals is. Bread being sold according to its weight, it is evident that in a loaf containing a certain proportion of potatoes, less nutritious material is to be found, to the loss of the consumer. The consumer, in exchange for his money, is entitled to receive a given weight of a substance containing a given quantity of nutritious matter, and when he does not receive it he is the loser, and his cheat.

The farmers of our province are also in the habit—especially when the price of flour is high—of incorporating a large or lesser proportion of potatoes in the dough. Potatoes is a bread ready made, and ought never to be mixed in such a way, and still less when such a mixture is made with the flour of rye, of barley, and even of buckwheat.

These remarks apply as well to the use of damaged flour, or to the mixture of such flour with flour of first quality.

The *gluten* is apt to ferment rapidly, and by so fermenting becomes deteriorated. Such is the case when flour which is wet is kept in a warm atmosphere.

A similar attention takes place in flour of cereals when the crops have been gathered in an unfavourable weather, when those cereals having remained in a wet condition have shelled; bread manufactured with such flour is always of an inferior quality, badly risen and baked, very little nutritious; and the mixture of inferior flour with flour of the best quality always gives a product of inferior quality.

In our yeast plants of this country, especially where the soil is sandy, rye bread is used instead of corn. In the panification of rye flour certain precautions are necessary.

In the first place, rye bread is less nutritious than corn bread, owing to the lesser amount of gluten contained in rye flour. For its panification this latter kind of flour requires a larger quantity of yeast or of leaven; the water added for kneading must be hotter, and a lesser quantity of salt must be added to the dough. The baking must be longer.

I shall not mention a number of adulterations which formerly were practised on an extensive scale in England, France and Germany, which adulterations have ceased through the vigilance of the governments of those different countries. I hope that such dangerous practices are unknown to our bakers.

(To be Continued.)

GOSFORD ROAD.

Mr. Hulbert, the energetic builder of the Gosford Wooden Railway, has leased this road for a term of five years, paying to the Directors six per cent, in the capital stock of the Company, over and above fulfilling the obligation of giving, at cost price, a cord of firewood to each of the shareholders of the road. A road starting with a dividend of six per cent is not bad, and those who, in the beginning, thought this enterprise was not going to be successful, must, we should judge, be agreeably disappointed.

The Gosford Road.—This road has carried about 2,000 cords of firewood over the road already. The members of the Legislature will have their picnic over the road to-morrow.

The Future Commercial Policy of British North America.

BY THOMAS H. GRANT, Esq.,
SECRETARY OF THE QUEBEC BOARD OF TRADE.

PROTECT INDUSTRY, AND IT WILL PROSPER."

(Continued from our last issue.)

It is the opinion of most persons who have given the subject any attention, that the policy which has been pursued in Canada for some time past, of affording incidental protection to native industry, is the one which ought to be followed under Confederation. This opinion I cheerfully endorse, for if the skilful artisan, the respectable mechanic, and the inventive genius of our race, whether emigrant or native born, are to be induced to settle permanently in British America we must point out the means by which the fruits of their skill and labour may be made profitable to them and the country. Let us take a glance then, at the fiscal policy and commercial state of Great Britain, previous and subsequent to 1842, the year in which Sir Robert Peel inaugurated his epoch of financial reform, and see how far it compares with the present condition and future prospects of the British North American Provinces.

The long and expensive wars in which England had been engaged during the latter part of the last and the beginning of the present centuries, and the gross mismanagement and wilful extravagance of the government, had plunged the country so deeply in debt (the American war alone costing one hundred and forty millions pounds sterling), led to the imposition of duties that weighed with destructive force upon all the branches of industry. The first necessities of life—indeed the very essentials—without which it cannot be maintained, are food and shelter; and these, as well as fuel and clothing, were so enhanced in price as to be placed beyond the reach of millions. The oppressive tax upon corn; the onerous burdens inflicted upon tea, sugar, cheese, butter and beer; the tax on timber and bricks; the prohibitive duties on foreign products; and the enormous excise imposed upon home industry, which some years exceeded in amount the revenue from customs, had so paralyzed every branch of trade, as to call forth manufacturing notes of discontent from one end of the kingdom to the other. An agitation for the repeal of the Corn laws, and the mitigation of all other burdens, awakened the attention of the government, and emboldened the Whig ministry of 1841 to attempt some fiscal reform. In 1837-38-39-40 there had been a growing deficiency in the exchequer, arising in part from increasing expenditure, partly from decay of trade under bad harvests, and partly (indeed chiefly) from the restrictions on trade and the heavy taxes. New debts were contracted, first by the issue of exchequer bills, then by these being funded and added to the national debt. In 1840 an Act was passed granting additional duties on customs, excise and assessed taxes; the additions being five per cent on customs, except on spirits, grain or flour, imported; on excise, five per cent; and ten per cent on assessed taxes. This scheme brought no additional revenue; but a profound truth was put to the proof, namely,—that taxation had a limit, beyond which it cannot be imposed, at which it will summarily arrest consumption. The Whigs, as a last resort, yielded to the demand for financial and commercial reform by proposing alterations in the duties on corn,

sugar and timber; but they were driven from office, and Sir Robert Peel and his party, as *Peel's second*, admitted instead. Then followed the scheme of that great man to relieve the people from the oppression under which they groaned, and which was followed by a marked improvement in trade and comfort. The income tax was imposed; and the extension of the four-shilling duty on the exportations of that article. This would give a revenue ample to supply the deficit, and leave a large surplus, which was to be applied in the largest reduction in commercial taxation ever contemplated by Cabinet or Parliament. Out of twelve hundred articles subject to duties, seven hundred and fifty had to be reduced. The first principle was, the Minister said, to remove prohibitions, and the next to reduce duties, on the raw materials of manufacture to five per cent, or less; on articles partially manufactured to twelve per cent, and on manufactures to twenty per cent. The beneficial effects of this policy were immediately felt, in the increase of every branch of trade, and a general improvement in the condition of the people. The change did not come too soon; for it was obvious that, with an increasing expenditure in taxes and food during the war period, from 1792 to 1815, if it had not been for counter-vailing circumstances of an extraordinary kind, the national industry could not have been sustained under the depression. The many mechanical inventions of the time had increased enormously the productive power of the nation, and by, relatively to food, cheapening and extending the supply of other necessaries of domestic comfort, rendered the payment of very heavy taxes possible, which otherwise would have been impossible.

Now, it is the prevailing opinion amongst the great majority of absolute free-traders in this country, that the real cause of the grievances under which the British public laboured, previous to the repeal of corn laws, was the high price of bread, and the taxes on imports. This is an error. While it must be admitted that the English people suffered considerably from the dearness of bread, caused by the prohibitive duties on wheat, still it cannot be denied that the primary evil which afflicted them was the intolerable burdens imposed on the national industry.

(To be continued.)

INTERCOLONIAL.

We are glad to see that over 200,000 acres of land since 1868 have been surveyed in the valley of the Matapedia, along the line of the Intercolonial Railway. The department is determined to spare no pains to have this land settled. Many of the working men on the line of railway have the intention of settling on those lands.

CITY ITEMS.

QUEBEC SEATING CLUB.—By the new rules and regulations of the Club, the annual subscription to the Club is as follows:—Family season ticket, \$10; single season ticket, \$6. To officers of the gain on and shareholders a reduction of \$2 will be made. Noel H. Bowen, Esq., is President, and J. S. Scott, Esq., Secretary-Treasurer, for the coming year. This Club deserves to be well patronized, and we have no doubt, under the present arrangement, it will.

The "Electric" was sold this morning, by public auction, to Julien Brothers for \$120. The sails and other material were sold in lots.

To-day's Telegraph News.

Friday, Nov. 25, noon.

(Report for the *Telegraph*.)

VIA MONTREAL LINE.

EVACUATION DAY IN NEW YORK

BONUS TO THE CANADA SOUTHERN RAILROAD.

FATHER POINT WEATHER REPORT.

TO-DAY'S NEW YORK STOCKS.

FATHER POINT, Nov. 25.—Blowing a gale from the west since midnight; weather cloudy and cold; a large full-rigged ship, apparently new, painted ports, passed outwards at 8 a.m.—with pilot on board.

RIVER DU LOUP, Nov. 25.—Weather clear and cold; blowing a gale from west; clear on river; no shipping.

NEW YORK, Nov. 25.—This is evacuation day, and will be celebrated by a limited military display.

The steamship *Britannia*, from Glasgow, has arrived.

Watson, at 11 p.m., had accomplished 274 miles, when, by the advice of Dr. Doremus, he desisted and had a sleep. His general impression is that he will not succeed. His complaining of dizziness in the head and tread indicate exhaustion.

WATERFORD, Ont., Nov. 25.—The Township of Townsend, in Norfolk County, has, by a large majority, voted a bonus of \$30,000 to the Canada Southern Railroad.

New York, Nov. 25, 10 a.m.

Gold 114; Pacific Mail 41; W. U. Telegraph 43; N. Y. Central 93; Erie 25; Reading 191; Rock Island 112.

LOCAL PARLIAMENT.

SUMMARY.

Friday, 25th Nov., 1870.

Since last week the Legislature has been occupied in considering the Municipal Code. Amending and revising it will still take some further time, and we would suggest that the English version, now being circulated, be withdrawn, and the revised edition circulated. Petitions from the New Brunswick Railway Company and the Quebec and New Brunswick Railway Company, praying aid for the construction of a road from River du Loup to Woodstock, were laid upon the table of the House. This petition was supported by one from the Council of the Board of Trade, asking that aid be accorded to the Railway Companies. Delegates from New Brunswick, representing the Companies, were introduced by the Hon. Mr. Ferrier to the Government, who seem to be very favorable to the project, and will consider it more fully when they have disposed of the North Shore question, which is now gradually assuming a decided form. There is a dis-

position to extend this road to Aymer, to which there can be no objection, but nothing ought to intervene to prevent the building of the North Shore, and we are sure the Government is not disposed to relinquish the only thing now that will have a direct tendency to increase its trade.

OTTAWA DELEGATES.—Delegates from OTTAWA, among them the Hon. Mr. Bryson and Mr. Church, had an interview with the Government, with the view of having the North Shore Rail-way extended to Deep River, on the Ottawa, opposite Pembroke. These gentlemen were graciously met by the Government, who promised to consider diligently their proposition.

EUROPEAN NEWS.

The general European news of the week has been unimportant. A general engagement between the two great armies is imminent.

THE WEALTH OF OUR CITY.

We shall publish in our next issue a comparative table of the subscribed stock, held by our citizens, in the banks in the Dominion, and general stock companies.

CITY COMMERCIAL.

"BUDGET" OFFICE. Friday morning, Nov. 25, 1870.

The season of navigation may now be considered closed. Business during the week has been purely local, and compares favorably with business at this time last year. One great comfort is that our trade is sound and promises well for the winter. The manufacturing industry has exceeded all hopes, and our factories are now busily working fabric for the West and the Maritime Provinces. Our friends the Messrs. Woolley, the Rubber Factory, and the Spring Factory, are running constantly, and large orders continually coming in. The Crockery Factory of Messrs. Wilson & Dalkin—a new feature with us at Cap Rouge, is doing a large business, and in certain articles exceed anything in the line ever sold in this city.

Our Banks are clogged with money, and give every facility to the industrious trader. Money at 7, and in some cases as low as 6 per cent, is obtained easily. In Stocks little or nothing has been doing, as holders prefer the prospects of large dividends to the market prices of shares and general stocks.

In the Gasford stock there has been an upward tendency, and the leasing of the road, on guarantee of a dividend of 6 per cent on capital for five years, besides filling engagement of giving to each stockholder a cord of wood at cost price, will have the effect of placing this stock at a premium in a very short time.

In Ship-building we note the proposed construction of two vessels, we believe already contracted for.

Our fire and marine losses have been slight—which has naturally made their business, so far lucrative. We regret the withdrawal of the Home Fire Office, on account of losses, we believe, in the West. Mr. Barthe was the agent of the Company in Quebec and Lewis.

Our timber merchants have done well this season, and quotations are the same as last week.

In Flour, all grades have drooped about 10 cents per barrel during the week.

In Groceries, Dry Goods and Provisions, trade has been brisk and promising.

Below we give the prices current of the more prominent articles of commerce:

Table with columns for item names and prices. Sections include: BOOTS AND SHOES (Men's, Boys', Women's, Misses', Girls', Children's); GROCERIES (Coffee, Raisins, Spices, Tea, Whiskey, Tobacco); HARDWARE (Block, Grain, Copper, Sheet).

Table with columns for item names and prices. Items include: Gold and Silver, Associated, Best No. 2, etc.

Table with columns for item names and prices. Items include: RIBBONS AND STAINES, Green, Brown, etc.

Table with columns for item names and prices. Items include: HOPS, Good to make, etc.

Table with columns for item names and prices. Items include: FEATHER, Spanish, Hens, etc.

Table with columns for item names and prices. Items include: OILS, Cod, Tallow, etc.

Table with columns for item names and prices. Items include: HERRING, Salted, etc.

Table with columns for item names and prices. Items include: DRY GOODS, etc.

Table with columns for item names and prices. Items include: etc.

Our Timber Trade. "BUDGET" OFFICE. Friday morning, Nov. 25, 1870.

Merchants, generally speaking, being pretty well stocked, and the season almost closed for shipping timber, sales are on a small scale, but still at good and remunerative prices. White Pine—Supplies scarce and in demand. Last sales reported are 2 cuts of 53 to 54 feet at 12 1/2, 2 do about 52 feet at 12 1/4, 2 do about 50 feet at 12, and 1 cut of 75 feet at 15 1/2. Red Pine—1 cut of 52 feet sold at 12 1/4. Elm—Is dull and no transactions. Oak—Selling at 31 to 32 cents. Aun—No sales. Tanyage—In small lots at 6 to 7 cents. STAVES—Pine 10, Pine 11, Pine 12.

QUEBEC MONEY MARKET.

FRIDAY, NOV. 25, 1870. Gold 112. Greenbacks were bought up by the brokers during the week at 11 to 11 1/2 discount and sold at 10 to 10 1/4. American Silver is hardly worth quoting, so little being offered. The rates are—Large 7 per cent discount, and small 1 1/2 discount. The total shipments of American and Eng. fish silver, since the "Hucks" scheme is estimated at \$1,000,000.

NEW ADVERTISEMENTS.

- Hams and Bacon—J. R. Peverley. Quebec Chemical Works—H. J. Chaloner. Castings—Henry Black. Ty R—L. N. Albain. Take Notice—do. Extraordinary—do. Eight Dollars—do. It Can't be beat—do. Local Industry—James Carrol.

Hams and Bacon.

For Sale by the Subscriber :

Pickled Hams; Dry Salted Do.; Sugar Cured Do.; Fitch Bacon; Middles or Breakfast Do.; Mild Cured.

—ALSO—

200 Pubs Binou-ki Butter

J. R. PEVERLEY.

Quebec, 25th Nov. 1870. 3—0

FOR SALE.

A Horizontal Steam Engine, from 8 to 10 horse power, with governor and flu. Boiler measures 14 by 37 feet and in perfect order. Price \$100 Cash.

Apply to

G. T. PHILLIPS,
Plumber.

John Street.

Quebec, Nov. 12, 1870. 1—c

ROUSSEAU & WILLIAMS,

MANUFACTURERS OF

Copying Presses, English Patent Axles, Mule Saws, Mill Works, Ploughs, &c.,

CHABOT'S WARE,
LEVIS.

Particular attention paid to the repairing of Copying Presses and Patent Scales.

Orders solicited and promptly attended to.

CLARK'S PATENT.

EASY, Lounging and Folding Chair combined in one. Price, \$2.50.

Sole Agent and Manufacturer,

WM. DRUM,

Quebec.

Quebec, Nov. 12, 1870. 1—d

TRY IT.

'Try the \$20.00 Shuttle Machine.' It will sew equally well from the finest Swiss Muslin or silk to the heaviest Beaver Cloth, Carpeting, Bagging, Leather, &c. Will use all numbers of Cotton, Silk or Linen Thread.

Please send your orders to

L. N. ALLAIRE,

7 Peter street,

Next door to British Bank.

Quebec, Nov. 21, 1870. 1

TAKE NOTICE.

Ladies and Gentlemen please take notice that I am not Mr. J. D. Lawlor's Agent, as his employees inform the purchasers of Sewing Machines, nor do I want to be. I represent the three largest manufacturers of the United States.

L. N. ALLAIRE.

Quebec, Nov. 21, 1870.

HENRY BLACK,

MANUFACTURER OF EVERY DESCRIPTION
SHIP AND MILL CASTINGS,

57, CHAMPLAIN ST., QUEBEC.

Castings in brass, of every description, for mills and steamboats.

ALSO

Stoves of all kinds on hand and made to order.

All kinds of old brass, metal, &c., taken in part payment of goods.

Orders punctually attended to.

HENRY BLACK.

QUEBEC, Nov. 26, 1870. 3—1y

NEW DRY GOODS

GREAT BARGAINS ! GREAT BARGAINS ! !

—AT—

P. LE ROSSIGNOL'S,

ST. JOHN STREET, WITHOUT

THE undersigned respectfully informs his numerous customers and the public in general, that he has now opened a **SPLENDID ASSORTMENT** of

AUTUMN AND WINTER DRY GOODS,

The Contents of 80 Packages, bought during the great panic in England, occasioned by the War in Europe.

Wineys,	from	4d. upwards	Pilot Cloth,	for 4s. worth	6s. 3d.
Grey Cotton,	from	3½d. "	Moscows,	" 5s. "	7s. 6d.
Flannel, all Wool,	"	10d. "	Whitneys,	" 3s. 6d. "	5s. 6d.
Velveteen Jackets	"	8s. 9d. "	French Merino	" 1s. 8d. "	2s. 3d.
Clouds,	"	7½d. "	Plaids,	" 7½d. "	10d.

ALSO,

Cloth Tweeds; Cassimeres; White, Black and Coloured Lambskins; Imitation of Otter and Dog Skins; New Mantle Cloths, in different colours; Blankets Kerseys, Flannels, Shirtings, Prints, Cottons, Linens; a large and well-selected assortment of **DRESS GOODS**; Black Silks, Velvet and Velveteen; Black Glace Silks, Shawls, Pelerines, Sontags, Gloves, Hosiery, Ladies' Skirts, Velvet and Straw Hats, Ribbons, Flowers, Feathers, Trimmings, Silk Ties, Men's Wollen Drawers and Under-Shirts; and a great variety of other goods too numerous to mention.

N. B.—The undersigned has also a splendid and well-assorted **SHOP** in **POINT LEVI**, Passage Street, formerly occupied by Messrs Proux & Grenier, where the Goods will be sold at the same prices.

These Goods being marked to be sold **CHEAP**, there shall be only one price marked on the goods in plain figures.

P. LEROSSIGNOL.

Quebec, Nov. 17, 1870.

The "Budget" must be read to be appreciated. The circulation of the "Budget" is 700. Encourage it. Subscription 2.50 per annum.

NEW ADVERTISEMENTS.

SOCIETY FOR THE PROMOTION LOCAL INDUSTRY.

EMERGENT MEETING FOR MONDAY NEXT.

THE members of the Society for the Promotion of Local Industry, are respectfully requested to attend an emergent meeting of the Society, at Gowen's Building, Peter street, at twelve o'clock, noon, on MONDAY NEXT, for the purpose of taken into consideration the establishment of an evening school of practical instruction for mechanics and others engaged in industrial purposes, for which a grant is expected from the Board of Arts and Manufactures. The President, H. J. Joly, Esq, M.P., will place the matter fully before the meeting.

Also to receive the report on the Grand Trunk and move for a reduction in Express Company freight charges so as to place our citizens on a footing similar to elsewhere.

JAMES CARREL,
Secretary.

Quebec, Nov. 26, 1870. 3—4

HENRY BLACK,

MANUFACTURER OF EVERY DESCRIPTION SHIP AND MILL CASTINGS,

57, CHAMPLAIN ST., QUEBEC.

Castings in brass, of every description, for mills and steamboats.

ALSO

Stoves of all kinds on hand and made to order.

☞ All kinds of old brass, metal, &c., taken in part payment of goods.

☞ Orders punctually attended to.

HENRY BLACK.

Quebec, Nov. 26, 1870. 3—1y

**QUEBEC CHEMICAL WORKS,
ST. JOSEPH, LEVIS.**

OFFICE: ST. ANDREW'S WHARF,
QUEBEC.

Manufacturers of Sulphuric Acid, &c., &c.
H. J. CHALONER,

Manager.

Quebec, Nov. 26, 1870. 3—1y

**FIRE, LIFE, & MARINE
INSURANCE AGENCY.**

The British America, of Toronto.

Established in 1830.

FIRE AND INLAND MARINE.

THE PROVINCIAL OF CANADA.

Established 1849,

Capital, \$1,400,000

Fire, Inland, and Ocean Marine,

The Citizens' Insurance
Company of Canada.

Capital, \$2,000,000.

LIFE AND FIDELITY GUARANTEE.

OWEN MURPHY,

TELEGRAPH BUILDING,

St. Peter Street, Quebec.

Quebec, 10th Nov. 1870. 2—1m

TRY IT.

Try the \$20.00 Shuttle Machine. It will sew equally well from the finest Swiss Muslin or silk to the heaviest Beaver Cloth, Carpeting, Bagging, Leather, &c. Will use all numbers of Cotton, Silk or Linen Thread.

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Quebec, Nov. 21, 1870. 1

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L. N. ALLAIRE.

Quebec, Nov. 21, 1870.

EIGHT DOLLARS!

Eight Dollars will buy a Sewing Machine warranted to keep in good order for one year at,

L. N. ALLAIRE'S

7 Peter street

Next door to British Bank.

Quebec, Nov. 21, 1870.

EXTRAORDINARY.

The only Knitting Machine in the World that can be worked by foot power, is to be seen at

L. N. ALLAIRE'S,

7 Peter street,

Next door to British Bank.

Quebec, Nov. 21, 1870.

**CANADA
LIFE INSURANCE
COMPANY.**

(ESTABLISHED 1847.)

THE following are examples of the Profits added to the Policies:—

Bonus additions made to the following policies existing 30th April, 1870:

No Policy.	Issued dur. ing year ending 30th April.	Original		Present	
		sum assured.	Bonus add'd.	sum assured.	Bonus add'd.
35	1848	2000 00	938 10	2938 18	
481	1850	4000 00	1692 88	5692 88	
907	1852	400 00	114 65	514 65	
1413	1854	1000 00	248 29	1248 29	
1938	1856	1400 00	565 34	1965 34	
2515	1858	1500 00	318 84	1818 84	
2924	1860	4000 00	790 15	4790 15	
3795	1862	5000 00	819 32	5819 32	
4670	1864	1000 00	139 50	1139 50	
5200	1866	6000 00	750 00	6750 00	
5811	1867	1000 00	100 00	1000 00	
6963	1868	2000 00	150 00	2150 00	
6842	1869	4000 00	200 00	4200 00	
8102	1870	5000 00	125 00	5125 00	

A comparison of these and of the Company's Rates for Assurances, with those of other Offices, is invited.

AGENCIES

THROUGHOUT THE DOMINION,

Where all further information may be obtained, and from

T. H. GRANT,

AGENT, QUEBEC.

Nov. 1, 1870.

1—1f

ODDS AND ENDS.

—Why is a man who objects to his mother's second marriage like an exhausted pedestrian? Because he can't go a step farther.

—Glass windows were first used for lights in 1180.

—Chimneys were first put up to houses in 1236.

—"Put out your tongue a little further," said a physician to a female patient—"a little further still." "Why, doctor," said she, "do you think there is no end to a woman's tongue?"

WOMAN.

When Eve brought woe to all mankind, Old Adam called her wo-man;

And when she woe'd with love so kind,

He then pronounced her woo-man

But now with folly, dress and pride,

Their husband's pocket's trimming,

The ladies are so full of whims

That people call them whim-men!

ADVERTISEMENTS.

Advertisements for the Saturday Budget can be delivered as late as Friday evening. PLAIN AND FANCY PRINTING, NEAT AND CHEAP, EXECUTED AT THE BUDGET OFFICE.

UNION BANK

—OF—

LOWER CANADA.

THE undersigned, Directors of the Union Bank of Lower Canada, hereby summon a Special General Meeting of the Shareholders of the Bank, to be held at the Banking House, in the City of Quebec,

On Tuesday, Dec. 6, at 11 o'clock

In the forenoon, to consider the expediency of authorising, and, if deemed expedient, to authorize the Directors to apply to the Governor General for an extension and modification and continuance of the Charter of the Bank, with such amendments as shall embody and apply to the Bank the provisions contained in the last eighteen of the twenty subsection of section number one of the Act of the Parliament of Canada, passed in the thirty-third year of Her Majesty's reign, intitled "An Act respecting Banks and Banking," and to notify the Minister of Finance of their intention to make such application.

Quebec, 17th October, 1870.

THOS. MCGREEVY,
Vice-President.

GEO. IRVINE,
WM. RHODES,
JOHN SHARPLES,
D. C. THOMPSON,
J. B. RENAUD.

DIRECTORS.

Quebec, Nov 12, 1870.

1-61

IT CANNOT BE BEATEN.

The \$20.00 double Thread Sewing Machine is the best Machine for family use. This machine is warranted for two years, and kept in repair during that time free of charge. The only house in Quebec which is making such a guarantee.

☞ Go and see it at

L. N. ALLAIRE'S,
7 Peter street,

Next door to British Bank,
Quebec, Nov. 21, 1870.

POETRY.

THE YOUNG WIDOW.

She is modest but not bashful,
 Free and easy but not bold,
 Like an apple, ripe and mellow,
 Not too young and not too old;
 Half inviting and half repulsive,
 Now advancing, and now shy,
 There is mischief in her dimple,
 There is danger in her eye.

She has studied human nature,
 She is schooled in all her arts,
 She has taken her diploma
 As the mistress of all hearts,
 She can tell the very moment
 When to sigh and when to smile;
 Oh! a maid is sometimes charming,
 But the widow all the while.

Are you sad? how very serious
 Will her handsome face become;
 Are you angry? she is wretched,
 Lonely, friendless, fearful, dumb;
 Are you mirthful? how her laughter
 Silver sounding, will ring out—
 She can lure and catch and play you,
 As the angler does the trout.

Ye old bachelors of forty,
 Who have grown so bald and wise,
 Young gallants of five-and-twenty,
 With the love-locks in your eyes,
 You may practice all the lessons
 Taught by Cupid since the fall,
 But I know a little widow
 Who could win and fool you all.

THE FIRESIDE.

(Original.)

REFLECTIONS.

BY TIMOR.

I have a horror of critical men; that is, of those men, who, busy themselves perpetually in talking about the concerns of others. These men are without charity, for they have little or no mercy, on whatever is opposed to their desires. The standard of all things with them is their own will and judgement. Measuring things by this rule it is not astonishing that they are never at peace; how could they? since nothing in their eyes is great or agreeable, which is contrary to them. It is a very great pity that men should loose themselves in their own folly; because not one are they thereby without comfort, but it is the cause of much discomfort to others whom they oppose in the way of truth. It is very harassing to a sensitive man, to have his actions perpetually commented upon by men who are only anxious to distort them, and put the most monstrous constructions upon what he does. The matter is very grave for it is the cause of many quarrels and misunderstandings in life. And why should men meddle with their fellows in this ungenerous way? Surely language was not given for censure. The mind has a nobler mission than that of fault finding. And to what may the soul be likened that turns from the contemplation of God and his perfections, and refuses delight therein; to seek out the infirmities of man, and therein to delight. If indeed a man charitably, and from motives of good, reprimand the follies or frailties, of a fellow, there is not only no harm in the act, but much


good; but to pick out faults of character, for the purpose merely of parading them before the eyes of the public, is not only very contemptible but extremely sinful. If a man have nothing to talk about except evil of his fellow creature, wherefore speak. There is no law commanding it; but a very positive law informs us that we shall be judged as we judge. And what do critical men do but judge their neighbors. This is to be remembered, for He who promulgated that law, will execute it. And because a man chooses to do a thing one way rather than the other, is he to be vexed and tormented therefor by a person whom it concerns not. Rather let us profit by the example of our neighbour, than hold up his faults to the light. Why should a man see and hear those things only in life, which bring uneasiness to him; it were a wiser and a holier course by far to think only of those things which bring peace. Much evil also would disappear from the world, if on the most trivial matters, very critical men, would leave to others their own way of thinking and not plunge into contentious discussion. No profit comes from criticism; but on the contrary harm. It is rather by precept and example that good is done than by noisome declamation and pretence, and these latter are the characteristics of critical men. They are positive evil in a community, and like pirates they hang out false colors. Their teachings necessarily lead to bewilderment, for being lost in outward things; all with them, is din and confusion. The absolute negligence of themselves it is, which makes them so anxious after trivialities and things of no profit. Did they digest themselves thoroughly, they would be less critical, for there is nothing like the well-knowing of ourselves, to make us patient with others. If we would but study ourselves we should make great headway, and in a multitude of particular things we should attain great perfection. He is surely on the wrong path who seeks abroad for things that he may find at home; and he encounters many dangers who turns from his own dwelling to ransack that of his neighbours. It is his duty, as well as his interest, to be a friend to mankind who would that men should be friendly to him. Who desires to do good, and searches out the occasion of removing the oppressions of another relieves himself. But he who opens his ear to slander, and makes deceit the business of his life, is a fool, who passes his days in perpetual constraint.

TO HOUSEHOLDERS

A COMFORT TO EVERY HOUSE.

WOODLEY & CO.,
 26, St. John Street,

Are now receiving their little
 Ten Dollar Family
KNITTING MACHINES,
 Which can be attached to the
LITTLE WANZER.

It is so simple that a child of 10 years can work it.  By all means go and inspect them.

Quebec, Nov. 12, 1870. 1—4f

THE BUDGET.

A new paper, with a new name, established mainly in the interest of trade, is after all, in itself, a fair indication. We shall not issue our little sheet daily,—not at all—once a week,—we are of those who believe that a fair statement of matters, weekly, is a desirable thing. Our principal aim will be to bring out the manufacturing interests of Quebec, and if possible to show that we are not so far behind in this respect as some people imagine. This growing industry also requires its speaking trumpet, and provided it may now and again be heard amid the din of politics, and party warfare, it will be satisfied. The fact of its speaking at all will remind men that mere politics is not so much as its blatant votaries would have us believe. We aim at making our public men remember that they are answerable to the manufacturers and trades people of this city and country, and if possible to convince them, by facts, that the growing commercial party, both in and out of Quebec, require from public men that they should give a little more attention in the future, than they have given in the past, to the policy of the government, in its relations with the interests of the producer. We shall deal fairly throughout and speak plainly, but all that we can do to turn the attention of our people, from the business of mere politics to Trade, and to politics only, as it concerns the development of the various industries of the country, we shall do. We have no party ties, and shall always reserve to ourselves the privilege of speaking independently upon questions of trade. We have a reasonable prospect of success, and made arrangements abroad, that our little sheet may be read out of Quebec. In the long run it will be felt that our plan of issuing a weekly sheet is not a bad one, and our patrons will find that we shall ever do our best to deserve well of them.

Publisher's Announcement.

THE projector of the **TRADE BUDGET** aims at putting into the hands of the Trade and the Industrial Classes of this city and the Dominion generally a thorough and trustworthy journal, at the lowest price, consistent with good business management.

SUBSCRIPTION PRICE.—\$2.50 per annum in advance. Single numbers, five cents each.

ADVERTISING RULES.—It will be seen that the rates to advertisers are unusually low, when the character, scope, and circulation of the journal is taken into consideration. They are as follows: Inside page 10 cents per line; outside page 12 cents per line each insertion. Liberal discounts will be made upon time advertisements.

TRANSMISSION OF MONEY.—The best method of transmitting money is by means of Post Office Orders or Checks payable to the order of James Carrel.

COMMUNICATIONS, &c.—For publication to "Editor Budget," Box 12, P. O., Quebec, or Printing Office, Buede street; On business to proprietor.

JAMES CARREL,
 PROPRIETOR.

Office, entrance by Army Exchange, Buede Street, Quebec.