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GOLD AND SILVER.

From recent cable despatches it appears that the meeting of the International Monetary Conference, at Paris, so long talked about, is now near at hand. A report that it had been postponed for a fortnight is believed in London to be untrue, as the Paris Journal (official) contains a notification that the conference will meet on the 19th inst. And, in spite of repeated intimations that the British Government would positively decline taking any part in the proceedings, it appears as if Mr. Gladstone had at the eleventh hour changed his mind. The London Times says: "We believe it now practically decided that England will be represented at the Monetary Conference, but with all due precautions against our being committed to metallism. The appointment of Cassiers, who is a bi-metallist pure and simple, takes an attitude of reserve on our part, and is more imperative." That such a meeting should take place at all is a victory for the really practical and popular view of the money question, as opposed to that of the gold theorists, who seek to force their own unbending rule on the whole commercial world. And the victory is substantially one for Protection too, distinct as the questions of the currency and the tariff appear to be. Whatever the connection may be, the fact is undeniable that nearly all Free Traders are advocates of an exclusive gold standard, while nearly all Protectionists would make silver a measure of value as well as gold, and would make large use of paper money besides. It appears a fair contrast of the two opposing monetary systems to say that, while the former is calculated to make money scarce and dear, the latter is calculated to make it plentiful and cheap. The objection as to paper money is not included in the business of the Conference, and it is nevertheless worth observing that those authorities, both political and literary, who oppose silver as a measure of value are also opposed to national paper money. What the gold advocates appear to be driving at is, to make money scarce and dear; while, conversely,

by the effect of the extensive use of silver and paper money, as well as gold, must be to make it plentiful and cheap. The former policy tends to make the rich richer and the poor poorer, the latter tends to more equal distribution. National paper money is opposed by some on the ground that it would make money too plentiful, and cause the dollar to depreciate in value. But those who go further, and would enact that even good silver money should be no standard of value at all, but taken money merely, exhibit "gold bug" fanaticism gone mad altogether. Silver coin is unquestionably "real" metallic money, in their own sense of the term; the difference being that more bulk of it than of gold is required for a given value. Nevertheless, except as token money, the "gold bugs" are not heard of, being determined to make money as scarce, and to increase its purchasing power as much as possible. There is at least one good reason why silver as well as gold should be standard money. The production of gold most certainly does not increase as fast as the world's commercial exchanges increase, and therefore something else must be found to make up the deficiency. Say that the gold in circulation twenty-five years ago was sufficient for the needs of that time, then the gold in circulation now must be insufficient for the needs of the present; seeing that the world's business has increased in proportion far beyond the production of gold. Make the gold standard universal, and perpetuate it, while still the world's exchanges keep expanding, and you will soon arrive at a point where the present debt of one pound would require two pounds' worth of commodities to pay it. To keep pace with commercial expansion not only all the gold produced every year, but all the silver besides, is absolutely necessary. The supply of the two metals together can be gone too much; to limit standard money to either one of them alone would be to confiscate the property of debtors, and hand over all property to creditors at half price. Under the guidance of the gold theorists, such a catastrophe would have come long ago, but for the fact that the larger part of the world refused to adopt their system. But it is impossible to maintain a double standard, say the gold advocates; the standard may be either gold or silver, but it cannot be both. Against the very confident opinion to this effect pronounced by some, we may set the equally confident opinion of others, apparently as well informed on the question, that the double standard system is not only practicable, but quite easy to maintain, if only the right plan were taken to maintain it. It seems to us that by a very simple plan, never before mooted that we know of, the prompt convertibility of both metals might be permanently secured. Make all debts payable half in gold and half in silver, and this result would follow, that whatever amount a party to any payment either in paying or receiving, might lose on one metal he would gain on the other. The main objection raised against the double standard is that, if you allow the debtor to pay in either gold or silver, as he chooses, he will be sure to choose the metal which happens at the time to be depreciated in value. If any depreciation there be of either. But, as it is comparative value which is in question, it is clear that whatever loss there might be in receiving the half of any payment in silver would be balanced by the gain in receiving the other half in gold. The plan most likely to be adopted by the conference is, however, that of settling the proportionate value of gold and silver for a term of years, with provision for amending the proportion, if need be, at intervals thereafter. In some quarters the idea of restoring silver to its proper place as money,

by the action of Government, is ridiculed as visionary, and we are told that by no treaty or statute whatever can Government fix the value, either of gold or silver, or anything else. Those who take this ground do in effect assume that the gold standard is no creation of law, but has established itself by the mere force of commercial custom and convenience, forgetful of the fact that it is as much a creation of law as the silver standard, or the combination of both. The truth is that in England the gold standard did not grow up of itself, by any means, but was imposed upon the nation through the arbitrary, cast iron legislation of Sir Robert Peel. Nor was it Sir Robert's own invention, either, for it was framed and dictated to him by the money kings of his day, who especially desired such legislation as should increase the value of the pound sterling, and diminish the value of everything to be purchased with it. His Currency Act of 1819 had not been long in operation ere every man having two thousand pounds in cash found himself able to command with it what would before have cost him three or four thousand; while the man having commodities to the value of three or four thousand pounds, at old prices, found that they would suffice to pay a debt of only two thousand pounds. By no natural process, but by the artificial means of a piece of cruel, arbitrary legislation, hundreds of millions in value were without colour of right taken from the pockets of some classes and transferred to those of others. Now mark the inconsistency. If it be proposed to fix the relative values of gold and silver by international agreement, for a term of years, with provision for future readjustment when required, we are told by the doctors of political economy that fixing such values is something beyond the power of Governments to do, and that the only proper regulators of values is the infallible law of supply and demand. But when the British Parliament enacts that the price of gold shall be at all times and seasons £3 17s 1½d per ounce—no more, no less—and that silver shall not be a legal tender for any amount exceeding forty shillings, we are called upon to admire the wisdom of leaving the wonderful, infallible law of supply and demand to work of itself, without interference! Some years ago Bismarck, having been "captured" by the gold theorists, decreed that the gold standard alone should be used in Germany, and an immense circulation of silver, which had been for centuries the money of the country, was called in. The consequences were most disastrous; the weight of all debts, public and private, was greatly increased, debtors and the poorer classes generally, suffered severely by the change; and now the doctors of the dismal science lay all the blame upon the protective tariff of last year. The German people cry for their old silver money back again, but still political reasons may prevent the Government from joining in the present movement, merely because France takes the lead in it. Beyond all questions the civilized world is by a large majority in favour of making silver standard money; it will now shortly be seen whether the minority can dictate its exclusion.

ETERNAL VIGILANCE.

It is quite natural for supporters of the National Policy in Canada to believe that the day cannot be very far distant when its success shall have silenced all objections, and when opposition shall have exhausted itself. Something like this happened in England after the abolition of the corn laws and the adoption of Free Trade. Earl Beaconsfield, one of the strongest antagonists that Sir Robert Peel and the movement of thirty years ago, had to encounter, within a year or two took his place in the House of

Lords that the revival of Protection in England was an idle dream. Free Trade did not only appear to have been accepted as final by the English people, Whigs and Tories alike; though it has been rather sharply called in question of late. The truth seems to be that a prevailing hope that the system would soon be adopted by the world generally has kept English devotion to it alive and warm, even under very unpromising circumstances sometimes. With all great nations outside of Britain going what "our kin beyond sea" are pleased to call the backward road, that hope must of late have been considerably weakened. Nay, the hope of a result which twenty years ago was considered certain, seems now to be rapidly giving place to despair. There are probably many amongst ourselves who fancy that Protection will soon bear down all opposition in Canada, as Free Trade for a quarter of a century or more appeared to have done in England. This is not a wise confidence, and if carried too far will work only mischief. Our friends should indeed have every confidence in the ultimate triumph of the N. P. in Canada; but they had better not fix too early a date for the final settlement of this great question. We would advise them, in estimating what public men say on the subject, not to pay too much attention to mere abstract declarations of principles. A man may say that he understands full well that a revenue must be had from customs, and that the debt of the country alone is a standing reason why we cannot for a long time to come adopt actual Free Trade. In a certain sense he may be a Protectionist, but the practical question with regard to him should be—how far does he go with his Protection? It appears to us that friends of the N. P. need be at no loss for tests of the most practical and decisive character. The strong features of the present policy are these: agricultural protection, the coal duties, the substitution of specific for ad valorem duties as far as practicable, and the enforcement of the spirit as well as the letter of the law. Since the actual success of the policy in creating new industries and extending old ones has become less open to denial than it was during the first year, the number is increasing of those who say that they are by no means opposed to such a building up of manufactures through Protection as our revenue requirements warrant, and that to a reasonable degree of it they have no objection whatever. But the points at which they stick are quickly seen. Agricultural protection they denounce as a fraud, for the reason, as they say, that it does not protect, and cannot be made to do so. Protection to manufacturers they are willing to consider, but to agriculture not at all. With them the "coal tax" and the "bread tax" are iniquitous; while the sugar duties are legalized robbery. For the specific duties of so much per pound on woolen goods, and so much per square yard on cottons, they have a particular abhorrence. Further, the efficient administration of the law is most distasteful to them; and they raise a "howl" every time an offender is detected at his little game of undervaluation. They would allow the country to have a protective tariff, after a fashion—what they would call by that name—but it would be a tariff with all the strongest and best protective features left out. Now, we would advise all friends of the N. P., all who believe it is working well for the country, to hold fast together, and to defend it against attacks in detail. Future attacks are likely to be directed, not so much against the system as a whole, as against it in sections. This is the kind of hostile strategy to be looked for; and, we say, let supporters of the N. P. see to it that the approaches to the citadel are well defended. Protection to

agriculture is a main point in the National Policy, and must be resolutely held against all attacks. Eternal vigilance is the price of liberty, it has been said, and for many years to come much vigilance will be required to keep what the people of Canada have only so recently gained. If Canadian Free Traders had only their own bottom to stand upon, and no more, they would not amount to much as a force in the country. But they are sustained and held together by an enormous pressure of English public opinion in favour of their cause—a public opinion which is utterly hostile to a National Policy for Canada. To expect that a policy of commercial independence for Canada will ever be favoured by the British people is futile. And old country opposition to our policy, be it remembered, is, and will be, carried on in ways that the public generally are not informed of. As long as this powerful English influence lends its aid, there will always be a Free Trade party in Canada. Without such backing that party would drop out of sight in a year or two; but with it the fight will be kept up. English Free Traders will let Canada alone, perhaps when they have to fight for their own position at home, but not before. Let all supporters of the National Policy, then, be well advised that such measure of commercial independence as we have already achieved can only be maintained by constant vigilance.

WHAT THE CANALS DO FOR US.

The Montreal Harbour Commissioners have asked the Dominion Government for a partial remission of canal tolls on the main route. They ask that all merchandise which has paid toll on the Welland Canal should pass free through the St. Lawrence Canal; and again, that on the westward trip the payment of tolls on the St. Lawrence canal should suffice for going through the Welland Canal also. The principle recommended is not new, as it is already applied to produce going east, and to iron and salt going west. The question now pending is, therefore, simply one of less or more; not a question as to the principle involved, but as to its proposed extension. We observe that the change asked for is opposed on the ground that it would be taxing the rest of the Dominion for the benefit of Montreal. That, it appears to us, is not the right view of the matter. It is true that the canals have cost some thirty odd millions of dollars, the interest of which has to be paid by the whole people, and that further expenditure has yet to be made to complete them. But we hold it an utter mistake to balance annual interest and expenses against receipts, and to argue as if the value of the canals to the Dominion were to be judged by the simple arithmetical result thus arrived at. The truth is that the Welland and St. Lawrence canals are the means by which the country saves millions annually—millions that never appear in any account. Let it be asked, what would railway freights jump to if we had not the canals helping to keep them down? To this no precise answer can be given, because the data for it do not exist. We can only guess, but we fancy business men generally will have no hesitation in believing that only very high figures can be placed among the probabilities. It would be utterly misleading to take the difference between summer and winter freights as anything like a true measure of what the canals actually save the country in freights. During the few months of winter there is a certainty that summer is coming again, and that there is much heavy freight that can conveniently enough wait its coming. With this prospect never very far distant, the railways are held in check;

but very different would the case be were there no canals to perform this good office for us. How much the canals really do for us in this way no one can tell; but we may safely conclude that, as a means of keeping down railway freights, they are the best investment the country ever made. It is said that all these were no canals connecting with the lakes, either on the Canadian or the American side, the high cost of freight would stop the large exports from the west, raising the prices received by farmers in the east, and this is called the *raison d'abandon* of protectionism. Ruled out by high freights the wheat and corn of the west, and then what high prices and large profits eastern farmers would obtain, it is said. And this, it is contended, would be protection. The Ontario farmers, it is further argued, are taxed to provide the means of cheap transportation of produce which competes with their own and lowers prices. The answer to all this is that it is based on an utter misrepresentation of the end and aim of National Policy. It is of the essence of a true National Policy to give fair play to all interests; and if this be not done the name is misapplied. While Protectionists demand that American producers and operators shall not have the advantage of an open market on our side, while we have to pay heavy customs tolls on theirs, they can with perfect consistency support all reasonable means for securing cheap transportation. The main object of National Policy is to protect our own producers, of course, but this is to be sought, not by closing up channels of transportation, but by making foreigners who desire to sell in our market pay for the privilege. Such a policy is based on the principle that, to the extent to which the duties we impose are really protective, they are paid by the foreigner who seeks to sell in our market. The objection that Protectionists, to be consistent, should be in favour of high freights as an effectual means of Protection, is as far-fetched and ridiculous. The business of buying western produce and carrying it to Europe is a legitimate one, and should receive the best of fair play; but we may still in all fairness make foreigners who seek to sell their produce in Canada pay for the privilege. It is not an argument against the National Policy, but, on the contrary, one greatly in its favour, that it includes the development of transportation and commerce as well as of production. The argument that we have expended millions for the purpose of giving cheap freights to American farmers is not a strong one. After objections have enhanced their array of figures, people will still remain convinced that Canada gains by carrying for the States, and vice versa. If this be not true, then the whole railway and canal policy of both countries is a gigantic mistake, and DAVID CRISTON and WILLIAM HAMILTON MANRIZ, in particular, deserve not the thanks but the execration of posterity. Quite recently it was contended, on the Free Trade side, that by a Pacific Railway policy different from that now adopted the grain trade of a large portion of the North-Western States might have been secured to Canada. But if there was to be no gain to Canada from having this trade pass through within our borders, what object could there be in trying to secure it? It is on the side of Free Trade objectors to a liberal canal policy that the inconsistency lies. Protectionists wish to see all done that we can afford to do to draw the grain trade of the west through Canadian channels, taking care at the same time that our home market be safely guarded for our own producers. We do not need at all to sacrifice either one of these objects for the other; because we can quite easily secure both. But Free Traders who object to a liberal canal policy on the ground that we would thereby be favouring foreigners so much do in effect deny their own principles. On their theory, a large stream of cheap foreign produce flowing through Canadian channels should be a benefit to us, by making this "a cheap country to live in." Or we may state the difference in other words, thus: Both sides agree that it is a gain to the country to have American freight in large quantity carried on our railways and canals; we say both, for we hold the opposite opinion a mere pretence on the part of those who appear to profess it for the occasion. But, while on the National Policy side provision is made that our own producers shall not lose their home

market thereby, the Free Traders would do nothing to protect the home market at all. The former would take measures for developing the transportation business in Canada, at the same time taking care that no damage should come thereby to any producing interest. The latter, in adding the transportation interest, would simply go that length and they stop, without hitting a finger to prevent any damage which might come to the producing interests in the process. Between the two policies there seems to be an essential difference.

AN IRISH PROTEST.

Probably the fact as Free Traders in the United Kingdom and Canada may. It is nevertheless true that people in the former country are beginning to question the wisdom of a trade policy which gives all the advantage to foreigners and places all existing disadvantages at the doors of the home manufacturer. Illustrative of the growing feeling on the subject we quote from an article in the Belfast (Ireland) News-Letter, suggested by the action of the Tariff Committee of the local Chamber of Commerce on the terms of the proposed new Anglo-French Commercial Treaty. "We are sorry," says the News-Letter, "that these terms will press heavily on our linen industry, already in a very depressed condition. Several other local industries will be seriously affected; but our staple trade will suffer most should the proposed French duties on imports become law. We believe the tariff on linen goods will be increased 24 per cent., although the present tariff of 10 to 15 per cent is considered by those in the trade much too high. Under such circumstances some means ought to be adopted to let public opinion on the subject be made known to the Government. If our manufacturers and merchants cannot hold their own in the French markets with a conventional tariff ranging from 10 to 15 per cent, what will be their position when the specific tariff comes into operation, and 24 per cent is added? Our staple industry was never in as bad condition as at present, and greatly against their wish employers are unavoidably compelled to reduce the wages of their workmen. Wherever we send our goods they are met by imposts which are almost prohibitory; but the foreigners are not content unless they can exclude our products altogether from their markets, while our rulers go on blindly clinging to one-sided trade laws which threaten to leave us no trade at all." After referring to the probable effect of the new French tariff on the Bradford (England) industries, the News-Letter proceeds to say: "With respect to the shipping trade of the United Kingdom, the French propose a bounty for their mercantile navy, which will have a very injurious influence on the British shipping interest. Through means of bounties they have effectually destroyed the British sugar manufacture; and it is believed that the encouragement which is offered to French shipping will exclude 'English bottoms' from all their ports, while competing severely with them in all foreign ports. For example, it is proposed by the French manufacturers to establish a line of steamers between Marseilles and Australia, for the special purpose of obtaining their supply of wool direct, instead of, as heretofore, buying at the quarterly sales in London, to which the whole of the wool from Australia, New Zealand, and South Africa was shipped. Hitherto, the French element at the quarterly wool sales was a most important one; but henceforth that element will be missed and the French manufacturers will gain considerably in their purchases of the raw material, while their grain will be still further increased when their tariff almost prohibits the import of British woolen manufactures. No one can reasonably blame the French for taking care of their own industries; but why do our people sit quietly by and allow our national industries to be sacrificed to the system nicknamed 'Free Trade'?" The News-Letter concludes as follows:

"Why should we have any commercial treaty at all with France, or with any other country, when the effect must be the annihilation of our trade? Linen, woollen, cotton, silk, shipping, the story is the same. Foreigners everywhere are taking care of themselves, building up their industries and increasing their treasures by duties on imports; but (our Government) affecting to be so very wise, open our ports free to the manufacturers of the world, not seeming to care what comes of our own manufactures - of the capitalists who have sunk their money

in them, or of the working classes, whose earnings are diminished through the ruinous effects of a ruinous competition. There is no reason why we of the United Kingdom should be so unwisely generous to the people of other kingdoms, when they do not seem at all disposed to reciprocate our generosity. It can not be too often repeated that when Sir Robert Peel introduced the free trade system, he admitted its one and only object, and that was to give an opportunity to the nations, to make a comparison of their own interests with those of other nations. The result, however, has been that we have become a manufacturing country by default. Similar sentiments have been expressed by other journals as influential as the News-Letter, all of which goes to prove that the country is beginning to find out to its cost that the too-generous policy pursued at present cannot be followed with advantage.

NEWFOUNDLAND FINANCES.

We have received a copy of the Budget speech of the Receiver General of Newfoundland, delivered on the 8th of March, 1881. The total amount of revenue received for the year 1880 was \$297,473.84. The following is a comparative statement of the revenue for 1879 and 1880:—

Source of Revenue.	Year 1879.	Year 1880.
Customs	\$281,078 32	\$287,241 53
Overs Land	6,700 78	4,410 81
Timber Dues	71 31	185 65
Postal	17,000 00	17,300 00
Licenses	7,938 76	6,940 21
Fines and Penalties	1,000 00	1,795 13
Gifts of the Prince	200 00	300 00
Alms	110 00	110 00
Gift of Court Fees	900 00	1,215 00
Central District Court	124 00	125 00
Debtors	2 00	180 00
St. John's Hospital	200 00	1,374 44
Lunatic Asylum	104 00	620 00
Kyussone Oil Store	900 00	900 00
Block House Fees	124 00	124 00
Harbour Master's Dues	1,820 00	1,877 00
Certificates to Masters	100 00	125 00
St. John's Bazaar	2,401 00	3,401 00
General Fees	2,000 00	8 74
Separations	15 00	403 74
Print Fees	15 00
Profit on coin imported for the use of the Colony	4,417 00
Total	\$297,473 84	\$297,473 84

The deficiency in the Customs revenue rose chiefly in consequence of the short importation of molasses and sugar, and partly from a short importation of tobacco, spirits and wines. The floating balance at the debt of the colony on the current account for the past year amounts to \$77,228.71. The amount to the credit of the Halifax Fiary Award is \$746,277. The interest to be received on this amount for the year 1881 will be \$29,738.78. The consolidated and debentured debt of the colony on the 31st December, 1880, amounted to \$1,450,990 44. But since the commencement of the current year this sum has been reduced to the extent of \$100,492.15 by the cancelling of debentures held by the Savings Bank to this amount. During the past year 132 vessels, giving an aggregate tonnage of 4,998 tons, were constructed in the Island. A drawback amounting to \$14,896 was paid to the owners. The aggregate of the shipping after allowing for all losses of last year, amounted to 1,836 vessels, of 86,561 tons. The value of the exports of Newfoundland for the year was \$5,571,284, and the estimated value of the Labrador exports 1,150,000.

THE BRITISH BREWING TRADE.

In the Full Mail Gazette we find a succinct summary, compiled from a parliamentary return, of the brewing trade in the United Kingdom.—On September 30th, 1880, there were in England 2,507 brewers, and 69,761 licensed victuallers; 37,644 persons had licenses to sell beer to be consumed on the premises, and 11,760 had licenses to sell beer not to be drunk on the premises. There were 12,396 victuallers who

brewed their own beer. The malt consumed by brewers not being victuallers between October 1st, 1879, and September 30th, 1880, amounted to 41,927,900 bushels; the victuallers in the same period consumed 4,996,084 bushels of malt, and the persons licensed to sell beer to be drunk on and off the premises consumed 2713,225 bushels. In Scotland there were on September 30th, 1880, 84 brewers and 12,269 licensed victuallers. The 84 brewers brewed their own beer, and 49 who sold on and off their premises did the same. The brewers in Scotland between October 1st, 1879, and September 30th, 1880, consumed 1,507,881 bushels of malt, and the victuallers 380,943 bushels. In Ireland there were on September 30th, 1880, fifty-three brewers and 10,686 licensed victuallers. There was only one victualler who brewed his own beer, and he consumed 1,864 bushels of malt in twelve months, while the brewers in the same period consumed 2,965,887 bushels of malt. The amount of duty charged on the bushels of malt consumed for nine months ended September 30th, 1880, was £4,458 41s. 2d., and the amount of beer duty charged for the three months ended December 31st, 1880, was £2,229,635 7s. 4d. The total amount of license duty paid by all classes in the United Kingdom for the year ended September 30th, 1880, was £391,967 15s. Of the brewers who paid for licenses, one paid for brewing 950,000 barrels, and one for brewing over 1,000,000 barrels. The beer exported between October 1st, 1879, and October 1st, 1880 was of the declared value of £1,751,918. Of this the largest portion, consisting of 76,022 barrels, was sent to British India, 44,117 barrels to South Africa, 15,762 barrels to Gibraltar, 22,289 barrels to Victoria, in Australia, 28,066 barrels to New South Wales, 21,768 barrels to the United States, and 12,008 barrels to Brazil. Amongst other exportations, two barrels went to French Guiana, 36 barrels of Scotch brew were sent to the Fiji Islands, seven barrels went to Java, and one barrel was sent to the French possessions in India.

THE IRISH EMIGRATION QUESTION IN THE HOUSE OF COMMONS.

On the 21st ultimo, in the British House of Commons, Mr. ARDSON, M.P. for Glasgow, asked the Under Secretary of State for the Colonies "Whether any reply had been sent by Her Majesty's Government to a message forwarded by the Governor General from the Privy Council of Canada, sympathizing with Irish distress and desiring to co-operate for its relief; if it was the fact that the message offered by Canada was that the Imperial Government should subsidize an emigration scheme that was to cost £80 per family, while Canada was to get the benefit of the new labour, but to bear no part of the pecuniary cost, and do nothing beyond what she now did for all other immigrants; if it was the fact that part of the British Government subsidy would, under the scheme, be applied in paying the Canadian Government a patent fee of £2 for each grant of land, while that land was ceded to Canada by Britain free; and, if the foregoing allegations were well founded, whether Her Majesty's Government would, in any negotiations that might follow, propose a more equal arrangement." In reply, Mr. GRANT DUFF said that "the Governor-General of the Dominion had been informed that the matter had been referred to the Irish Government. In his opinion the offer of the Dominion Government was a far more liberal one than Mr. ARDSON supposed. If further negotiations took place he had no doubt Her Majesty's Government would be desirous, as he was sure the Dominion Government would be, that the arrangements made should be fair to all parties." The Colonial Register, commenting on Mr. ARDSON'S question, says:—"Mr. G. ARDSON, M.P., seems to think it his duty to malign or misrepresent Canada on every possible occasion. The question he asked Mr. GRANT DUFF on Monday night was put in such a form as to make his ordinary reader imagine that the emigration proposal made by the Canadian Government was very advantageous to the Dominion and unfair to this country. Mr. DUFF'S reply was sufficiently explicit and satisfactory. The offer made through Mr. FOLSOM far more liberal than Mr. ARDSON represented, as indeed our own remarks on it

from time to time abundantly prove. Mr. ARDSON might surely employ his time more profitably than in making rash and baseless predictions as to the future of the Dominion, unwisely attacking its finances, and misrepresenting a very generous offer it has made before the Home Government.

IRISH EMIGRATION.

We recently published a statement showing the emigration from the United Kingdom during the year 1880. The following statement from the Full Mail Gazette sets forth the data in regard to Ireland for a number of years, which may be of interest at this time. The number of emigrants who left Irish ports during the year 1880 was 93,857, and increase of 48,994 as compared with 1879. The number of emigrants was 50,180, or 21,777 more than in the previous year, and 47 females 45,668, an increase of 10,000. The total was equal to 17 per cent of the population of Ireland in 1879. The total number of native emigrants from the 1st of May, 1851 (the date at which the collection of these returns commenced), to the 31st of December, 1880, is 2,637,187—1,406,476 males and 1,230,711 females. During these 30 years the annual numbers of emigrants have fluctuated between 190,322 in 1852 to 77,519 in 1876. Since 1876 the numbers have been steadily increasing. The number of 2,637,187 native emigrants who have left Ireland during the last thirty years represents a proportion of 45.5 per cent of the population, according to the census of 1861. Of the 93,817 native emigrants of 1880, 81,068 or 85 per cent went to foreign countries or the colonies; and 12,749, or 14 per cent to Great Britain. Compared with the four previous years, commencing with 1876—in which year the destinations were first registered—the United States of America absorbed in 1880, 74,336, or 78.1 per cent of the entire number, as against an average of 16,246, or 39 per cent. Emigration to Canada has also considerably increased, while that to Australia and New Zealand has diminished.

TREATMENT OF INDIANS—A CONTRAST.

The systematic manner in which the Indians under American jurisdiction have been subjected to plunder and violation of solemnly entered into agreements is a dark chapter in the history of that country. One of the results is the continuous Indian war which our neighbours have on hand. The following statement, contrasting the treatment of the Canadian Indians with that practised by the authorities of the United States, is from the New York Herald. "The annual report of the Canadian Mounted Police forms an interesting and instructive chapter in Indian government. From the very beginning the Canadian authorities have pursued a policy in dealing with the aborigines, the very opposite of our own, and the sad and shameful story of our Indian history only too plainly and painfully testifies to the absurdity and imbecility of the system which has so long obtained at Washington. While the tendency of all our legislation under successive Administrations has been to perpetuate the tribal distinctions—in other words, to preserve savagism—the aim of the Canadian Government has been to break up these relations with the Indians; to treat them precisely the same as white men are dealt with. Instead of making treaties with the Indians, breaking them as soon as made and then going to war as a preliminary to another treaty to be again broken, the Canadians adopted the plan of placing policemen among them, establishing courts, semi-military in character, and punishing crime as it is punished in civilized communities. This plan has worked admirably. In the report which has just been made the record of Indian crime and punishment is what might naturally be expected in frontier settlements. The principal offences are stealing horses, shooting government cattle, firing the prairies and being in possession of stolen goods, for all of which due imprisonment was imposed. The most significant part of the report, however, is that which shows the extent to which these courts are used by the Indians themselves in obtaining redress against white men. There are numerous suits in which the red man appears as plaintiff against a white neighbour with a complaint of assault, a disputed wage account or unlawful trespass. A system that produces such satisfactory results is worthy the serious attention and study of our Indian philanthropists." A London despatch says (London) will not adopt an apologetic tone in the coming debate on the Transvaal question. He says the question became one of saving England from bloodguiltiness. A lively debate is anticipated. The United States Treasury surplus for the current fiscal year is estimated at \$100,000,000.

EDITORIAL COMMENTS.

The Hon. JAMES PATTON, Q.C., has been appointed Collector of Customs for the port of Toronto.

The Imperial Oil Company of London and Edinburgh have been awarded the contract for supplying the Government Light House with oil for the coming year.

Mr. HARRIS, a supporter of the Ontario Government, has been elected to represent Prescott County in the Ontario Legislature in the stead of the late Dr. HARRIS, Conservative.

The Canada Temperance Act was passed in the County of Halton, Ontario, by a majority of eighty-eight, and in Annapolis County, Nova Scotia, by a majority of twelve hundred.

Public Health is now in successful operation in the city of London, England. The movement is spreading and doubtless ere many years have passed it will have succeeded everywhere in populous cities.

It is announced that the Postmaster General of the United States, will, next session of Congress, prepare a bill establishing a post office savings bank system similar to that of Great Britain and Canada.

The Earl of Ravenswood stated at a meeting of the Institute of Naval Architects that in the shipping interests of Great Britain there is invested £1,000,000 in money, and 200,000 men employed, who earned £10,000,000 annually. Besides this 100,000 men are employed in ship-building, marine factories, and engineers' works, earning £7,000,000 annually. The value of vessels built in Great Britain during 1890 was £7,000,000.

The Boston Commercial Bulletin points out that the principal sources of New England's greatness are its manufacturing industries. The six Eastern States, it says, produce one-half of the woollen goods, four-fifths of the cotton fabrics, and three-fourths of the boots and shoes made in the United States. Out of a total of 11,000,000 cotton spindles in the country, nearly 4,000,000 are in operation in Massachusetts and nearly 2,000,000 in Maine, New Hampshire, Rhode Island and Connecticut.

The last quarterly circular of DUN, WIMAN & Co. shows the following statement of the failures in the United States and Canada for the first quarter of the year named:

Table with columns for Year, No., and Amount, showing data for United States and Canada from 1881 to 1890.

The aggregate pounds of hog product (bacon, pork and lard) exported from the United States to principal consuming countries compare as follows for three years, ending June 30:

Table with columns for Year (1890, 1889, 1878) and Amount, showing export data for various countries including England, Scotland, France, Germany, etc.

In another column will be found some comments made by speakers at a recent meeting of the Buffalo Board of Trade on the reciprocity question. The feeling of reciprocity seems to be growing among our neighbours. The Evening News says editorially: 'We are glad that President Garfield, of the Board of Trade, has called attention to the desirability of forming reciprocal relations with Canada. We are satisfied that there would have been a reciprocity treaty both in name and fact years ago had it not been for a feeling that was entertained by the majority of the people of the North that Canada did not treat the United States as our neighbour should treat another during our long war. But that feeling has in a great measure given way to one of a more friendly nature, and to-day we do not think that there is anything in the

way of obtaining a treaty that would be equally beneficial to the people of both countries.'

A RETURN was recently published showing the grants made from the Imperial Exchequer for the purpose named for the year ending 31st March, 1890. In aid of the local revenues of Heligoland, 1,589l.; Falkland Islands, 3,500l.; Leeward Islands, 3,000l.; West Coast of Africa steamer, 2,780l.; mail service to the Gambia, 1,200l. and to the Bahamas, 1,000l. Other grants were for the salaries and expenses of Governors and others—namely, Bermuda, 2,200l.; Bahamas, 1,200l.; Western Australia, 1,800l.; Western Coast of Africa, 2,500l.; South Africa, 2,500l.; Windward Islands, 8,740l.; Leeward Islands, 3,000l.; for the passage of Governors and other colonial officers, 4,690l.; the clergy in North America, 1,230l.; Newfoundland magistrates, 250l.; the High Commissioner in the Western Pacific (Fiji), 1,827l.; and supplementary allowances to the High Commissioner, northward and eastward of Natal and the Transvaal, to the Governor of those colonies, and to the General commanding Her Majesty's forces in South Africa, 6,285l.

DEATH OF LORD BEACONSFIELD

The cable brings us the news—not wholly unexpected, it must be admitted, but nevertheless deeply to be deplored—of the death of the leader of Her Majesty's Opposition in the British Parliament. Perhaps no crisis in the affairs of the empire has occurred in many years at which the loss of so great and experienced a statesman would have been more severely felt than the present. Possessing none of what may frankly be acknowledged to be the hereditary prejudices of the large landholders, the deceased Earl was at the same time safely conservative, not only upon the Irish question, but upon everything else affecting the stability of the Crown and of all these great institutions which are the inheritance of every freeborn subject of Her Majesty.

The event is one which will be the source of heartfelt regret wherever the flag waves to which he was so loyal and so faithful, and indeed throughout the whole civilized world. Benjamin Disraeli, by which name the dead statesman is best known, was the eldest son of Isaac Disraeli, and was born in London December 21st, 1804, and was therefore in his 85th year. Privately educated, his first literary attempt was a translation of "Adonis," one of the eclogues of Theocritus. He was articled, while only in his teens, to a solicitor, but the work proving irksome and injurious to his health he abandoned it, and, after extended travel, in the course of which he made the acquaintance of Lockhart, the son-in-law of Sir Walter Scott, and then editor of the Quarterly Review, he settled down to literary work. In 1827 he made his first successful hit in public with the brilliant and romantic novel, "Vivian Gray," which was followed by "The Wondrous Tale of Alroy," "The Young Duke," "Contarion Fleming," and "Henrietta Temple," all of which obtained for their author notoriety rather than fame. At the same time Disraeli prepared the way for his entrance into political life by publishing "Ixion," a vindication of the British constitution and a poem, the revolutionary epic, which nobody is supposed to have read. Again, he travelled this time in the East, and on returning plunged into the political strife that attended the great Reform agitation. He became in 1832 a candidate for the borough of Westminster, and as he was recommended by Buns and O'Connell it has been inferred that he began his political career as a Radical, though he has himself invariably affirmed that his conduct has been from first to last consistent. In 1835, when he contested Taunton unquestionably as a Tory, and under the auspices of Lyndhurst and Sir Robert Peel, he was beaten and came into collision with O'Connell and his son, the latter of whom he challenged to fight a duel. At last, in 1837, at the age of thirty-two, he was elected a member for Maidstone. In making his first speech in the House of Commons he was so disconcerted by the laughter which greeted his peculiar rhetoric and exaggerated gestures, that he sat down saying, however, before he did so, "I will sit down now, but the time will come when you will hear me." He then carefully studied both elocution and the temper of the House, and the result was soon seen in a marvellous parliamentary success. In 1841, he exchanged the constituency of Maidstone for that of Shrewsbury. Mainly by new novels containing fiction and politics, the chief of which were "Byzantium" and "Contagion," he became known as the chief of the "Young England Party." His fortune as a partisan was made when, on Sir Robert Peel becoming a convert to free trade doctrines, he attacked that great statesman with severely eloquent and persistent invective, justifying himself with the Protectionists. Lord Beaconsfield, who had exchanged Shrewsbury for Beckenham, became, in 1846, on the death of Lord Deilincourt, their acknowledged chief. In 1852, after

publishing a biography of Lord George Bentinck, he became Chancellor of the Exchequer in the Cabinet of Lord Derby. Since then his history may be said to be that of the Conservative party of England. In the three administrations of Lord Derby he held the post of Chancellor of the Exchequer, passing in the last, with the unwelcome assistance of the Liberal Opposition the Reform Act which was now law. When his chief resigned the Premiership in February, 1868, the deceased Earl succeeded to it. In the end of the same year, however, he resigned, the general election of the time returning a majority against him on the Irish Church question. In March, 1874, another general election occurred, giving his party a great majority. He was once more called to the post of First Lord of the Treasury. In 1876 he was created Earl of Beaconsfield. During 1877 his policy in respect of the Russo-Turkish war excited the most intense and unrelenting hostility on the part of Mr. Gladstone, and this hostility was extended to the policy that led to the Afghan war of 1878-79, which probably led to his defeat last year. In 1870 he wrote "Lothair." He also filled on various public offices; he was D.C.L. of Oxford and LL.D. of Edinburgh. In 1839 he married the widow of Mr. Wyndham Lewis, his former colleague in the representation of Maidstone. Mrs. Disraeli was in acknowledgment of her husband's political services, raised on November 22nd, 1868, to the peerage, under the title of Viscountess Beaconsfield. She died December 16th, 1872, at the age of 83, leaving no issue. No living, and hardly any dead, politician has been the subject of such varied and conflicting criticism. His sincerity and sagacity have been repeatedly challenged; his capacity for business seems to have been almost universally admitted; his serious eloquence excited no enthusiasm or admiration, yet his tact, audacity, ironical pleasantry, subtle manner and unflinching courage won him a personal popularity which his great rival could never secure, and which no modern statesman except Lord Palmerston has enjoyed in equal measure. His most recent triumph as a statesman was the negotiation of the treaty of Berlin, in consideration of which services he was decorated with the Star and Ribbon of the Garter, one of the rarest and most coveted distinctions which could be conferred upon an English nobleman. After the death of his Government at the last general election he once more ventured in the field of literature by writing and publishing "Endymion," a novel, the name and incidents of which are now so familiar as household words, all the world over. He has led his party in Opposition for the past year with the rare skill for which his conduct of political affairs has always been noted, and although there are amongst the Conservative party men of the highest talent and great experience in politics—such for example as Lord Salisbury, his most probable successor, Lord Cairns, who is also said to aspire to the position, and Sir Stafford Northcote, who leads the Opposition in the House of Commons—it is very doubtful whether in this generation one will be found combining his ability as a statesman and a public speaker with the remarkable power of diagnosing human character and his consummate tact in the management of men.

PHOSPHATE NOTES

The Bookingham correspondent of the Hull Dispatch says:—Mr. L. P. Labouglie, our enterprising fellow citizen, has just returned from a five months' sojourn in France, and brings with him the glad tidings that he has succeeded in forming a French company with a paid up capital of 1,200,000 francs, and facilities for increasing said capital to 30,000,000 francs, to work the phosphate mines on the Du Lièvre. A Government engineer is now en route for this country, and so soon as he shall have reported on the mining lands active operations will immediately be proceeded with. The company intend purchasing all the phosphate land they can find in the Ottawa district, and will immediately construct a steamer and large to ply on the Du Lièvre and carry down the mineral. Mr. Labouglie states that a few samples taken to France by him were analyzed by some of the first chemists of the country and gave a splendid result, many of them giving as high as 93 per cent. And it was stated that the high percentage of phosphoric acid contained in our phosphate would be strong enough to destroy the "Phylloxera," which is doing so much injury to the vineyards of Sunny France. Should the enterprise prove successful, and we know of no reason why it should not, times will be lively in Buckingham, and we may expect to see the village rise to an important position.

The failure returns just compiled by Dun, Wiman & Co. are satisfactory for Canada, but show an increase in the United States. For the first quarter of the past three years the figures have been: Canada—Number of failures last quarter, 1881, 160; liabilities, \$2,026,556; do. failures, 1880, 503; liabilities \$4,818,277; do. failures, 1879, 634; liabilities, \$11,648,097. In the United States the failures for the first quarter of 1891 number 1,761; liabilities, \$24,447,250; do. failures, 1888, 1,433; liabilities, \$12,717,074; failures 1879, 2,574; liabilities, \$45,712,663.

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 these columns. It will take but a few minutes time and a postal card to acquaint us with what is going on in your neighbourhood, and we will always find room for all legitimate communications, which must be accompanied by the writer's name as a guarantee of good faith.

It is the intention of the G. M. Weber Piano Manufacturing Co., Kingston, to enlarge their premises by raising the roof of one of the outbuilding two stories. At present there are 32 men employed, but when the increased accommodation is provided in the neighbourhood of 60 will be employed.

It is said that a company will erect a potato-starch factory at Mount Stewart, P. E. Island, when a sufficient number of acres are subscribed by the farmers. A meeting was held in the hall in that place, when a committee was appointed to take the names of those willing to subscribe, and report at another meeting to be held in a few days.

The N. P. is ahead once more. Mr. T. Foster, of the axe factory, finding his present premises too small for his business, has decided to build a larger shop. The new building is being erected near the old Saw Mill, opposite the Grist Mill, by Mr. W. B. Atty, and when completed will form an important addition to the landscape on the side of the street where it is placed.—Pembroke Standard.

General activity is observable among the St. Catharines manufacturers. MacDonald's pulp mill is undergoing extensive alterations, and new machinery is being added. Phelps & Co.'s hammer works, a new industry brought into life by the N. P., is having a new firm added and a water wheel. Battle & Co.'s pulp mill, at Thorold, is being improved with a new vialcut. All the mills and other industrial establishments along the line of the canal are undergoing a general re-fitting for the business of the coming season, which promises to be unusually good.

It appears that Mr. J. H. Parks has addressed the Portland, St. John, Council on the subject of a cotton mill, in which English capitalists propose to take stock. We have a strong belief that Moncton has impressed the representative of the English capitalists most favourably, and we have reason to believe a cotton factory here is one of the probabilities of the near future. A cotton mill that will employ twice or three times the number of hands at work in the I. C. R. shops is worth making an effort to secure. So has mill in two or three years would about double the population of the town.—Moncton Times.

The Montreal boot and shoemakers are giving evidence of prosperity, and of confidence in the future. The east side of Victoria square is now occupied by three or four large establishments in that line, and it is probable that further building operations in that locality will be commenced ere long. The property on the corner of Craig and St. Francis Xavier streets, in the same block with the St. Lawrence Hall, has been secured by the old established and leading boot and shoe firm of Cox, Brown, Cassis & Co., who have just completed arrangements for the erection thereon of an elegant six-story cut-stone building 110x50 feet, which they anticipate will be ready for occupancy in November.—Journal of Commerce.

A bonus of \$10,000 to the merchants' Manufacturing Company has been voted by the St. Henri Council. The conditions of the grant are that the company erect their factory within the limits of the town within a specified time, and employ at least 300 hands for the first three years. The by-law will be voted on by the electors on May 4th. The company have just completed the purchase of the land on which to erect their factory. The ground is situated on St. Ambrose street in the municipality and on the canal, and consists of 240,000 feet. The purchase was made from Messrs. Belque and others, and the price paid was ten cents per foot, or \$24,000. The corporation exempt the company from municipal but not from school taxes for twenty years. The factory will be commenced at once.

A meeting of the provisional directors of the Kingston Cotton Company was held recently. There was a full attendance. The business transacted was of a semi-private character. Among the matters ordered was the appointment of a committee to see to the incorporation of the company. A committee, consisting of Messrs. G. A. Kirkpatrick, M.P., J. Henden, W. Nickle and J. Richardson were appointed to go to Ottawa and interview the Government regarding the use or purchase of a property which is regarded as a good site for the factory. It was thought that the plans, prepared by Messrs. Bullough and Leigh, would be here-to-day, but they did not arrive. On the 1st of May 5 per cent. of the subscribed stock will be called in. Messrs. Bullough and Leigh are now in Montreal. They are expected here presently. The amount of stock subscribed reaches nearly \$185,000.

In an article on "The Fruits of the National Policy," the Halifax Evening Mail says a pulp mill is to be established at Liverpool, and a glass factory at New Glasgow that will employ 150 hands. This enterprise will consume quantities of coal, and the proprietor, a Mr. Booth, from Ontario, has contracted with the

mines for a supply of coal at fifty cents per ton. Hantsport is going into the manufacture of agricultural implements on a scale that promises to drive both American and Ontario manufacturers out of the Maritime Province market. Windsor is subscribing a capital for a cotton factory. Wolfville is increasing its bootery work-shops. Kentville, Amherst, Truro, and Annapolis are entering upon new lines of manufacture hitherto unknown in Nova Scotia. The Pitou and Cape Breton coal mines and the London-derry iron works are doing a tremendous business. The Amherst boot and shoefactory is being greatly enlarged.

A large deputation of Ontario and Quebec millers waited upon Sir Leonard Tilley and the Hon. Mr. Bowell with a view of having some change effected in the bonding system of American wheat. They ask that the word "product" should be changed to "equivalent." Under the existing regulations for every four and a half bushels of American wheat imported they enter into bond for export a barrel of flour. Owing to the softness of Canadian wheat they are unable to produce strong bakers' flour and to compete successfully with American flour. With a view, therefore, to overcome this difficulty, they claim that they should be allowed to mix Canadian with American wheat in equal proportions for home consumption, or export, as the case may be. The honorable gentlemen listened attentively to the representations made by the deputation, and promised to lay the matter before their colleagues at an early day.

At the Halifax Sugar Refinery all the past week has been occupied in testing the pipes, boilers and machinery. Water was injected into the melting pan and passed through all the processes of sugar refining. This answered the double purpose of testing the tightness of joints, etc., and washing out pipes and tanks. All leaks having been repaired, on Thursday the first batch of sugar was melted and slowly put through the various processes and any needed repairs were made. On Saturday what on Thursday was ordinary raw sugar in the store was turned out of the centrifugal pure white sugar of the first quality. The trial working turned out about 60 barrels of sugar. For this result to be attained so soon from the first melting is considered very rapid work, and attests to the comparative thoroughness of the work done here. This morning the works will be started in earnest with the full complement of workmen. The Nova Scotia Sugar Refinery is no longer a thing to be gabbled about on the hustings, but is a living, throbbing industry.—Halifax Chronicle.

At the meeting recently held at the offices of Messrs. Cantile, Kwan & Co., to organize the Merchants' Manufacturing Company, there were present among others Messrs. G. Cheney, Jonathan Hodgson, J. P. Cleghorn, A. A. Ayer, Andrew Allan, John Crawford, Jesse Joseph, Charles Gault, John Mackay, and other prominent merchants. The provisional directors presented their report, which was adopted. It was stated during the meeting also that the stock had been freely taken up by about one hundred shareholders, who hold on an average about \$4,000 each. The only cost incurred in regard to this matter was about \$300 for printing and advertising. Several applications for stock had been refused, the books having been closed. The following gentlemen were elected directors: G. Cheney, J. K. Ward, Robert Mackay, J. P. Cleghorn, Jonathan Hodgson, J. S. McLachlan and A. A. Ayer. At a subsequent meeting of the Board, Mr. Cheney was elected President and Mr. J. K. Ward, Vice-President. As far as can be learned the site for the factory has not been definitely fixed yet, but will be in a day or two, when building operations will at once be undertaken.—Montreal Witness.

The meeting held at Prescott last week, in connection with the proposal to build an elevator and marine railway at this place, was a very satisfactory one. Mr. Gunn, who represents a member of Canadian and American capitalists, was met by the Mayor and members of the leading citizens. Mr. Gunn informed the meeting that the proposed company would have a capital of \$2,500,000 with which they would build ten first class propellers, 20 grain barges of a capacity of 25,000 bushels and 30 river barges of a capacity of 35,000 each. 6 lifts and 10 floating elevators for use here and at Montreal or Quebec; a stationary elevator (here) of a capacity of 500,000 bushels, and a marine railway. On behalf of the citizens the Mayor agreed that Prescott would present the company with sufficient water frontage, and for the construction of the docks, elevator, and marine railway, and exempt the company from taxation for a period of twenty years. The opinion was also expressed that local capitalists would subscribe from \$50,000 to \$100,000 worth of stock. Mr. Gunn inspected several portions of the water frontage of the town and expressed the opinion that Prescott is admirably adapted for the scheme proposed. Mr. Gunn returned to Montreal that evening and has since met the capitalists of that city interested in the scheme, and everything points to the conclusion that it will soon be an accomplished fact.—Telegraph.

A Chicago despatch says seven columns of report from Ohio, Illinois, Missouri, Michigan, Kansas, Kentucky, etc., say that the wheat crop will not be less than last year.

SPRIT OF THE COMMERCIAL AND INDUSTRIAL PRESS.

THE UTILIZATION OF KNOWLEDGE

(Scientific American.)

It is a suggestive circumstance—suggestive to young inventors, at least, and encouraging to all—that the very first manifestation of electric action observed by man, namely, the attraction which an electrified body has for light objects, is the last to be signally utilized in the arts, and that, too, not in some new or original act by some learned investigator in electrical science, but by a couple of boys, and in an industry which is as old as civilization. The development of what is called frictional electricity by lightly rubbing a poor conductor, like amber, wax, glass, or hard rubber, by another like silk or fur, is and long has been an little experiment in all courses of electrical instruction. It is the earliest experiment made by or for the student; and one of the substances commonly mentioned as well suited to exhibit the phenomena of electrical attraction and repulsion is bran. The desirability of some more effective means of separating bran from flour has been recognized by millers, doubtless, from time immemorial. Lately the desire has been very strongly felt. As shown in last week's issue of this paper, frictional electricity satisfies the requirements of the case absolutely and with singular economy and simplicity of apparatus. That is available should have waited so long for recognition is little less than marvellous, since multitudes of millers have been as familiar with the property of electricity now utilized as with the needs of the flour mill. Why was the electrical bran separator never invented before? While it may not be possible to give a specific answer to this question it is still possible to discover causes which must have contributed materially to keep the now so obvious application of electricity from being made earlier. Chief of these, it is safe to say, is the nonsuggestiveness of familiar knowledge. Men are apt always to overlook the means which lie nearest at hand and seek assistance from afar. When a new discovery is made in science scores of practical men stand ready to consider whether it can be put to useful purposes. The possibilities of any old truth they are apt to assume to have been already explored, forgetting that it is but a little while since the utilization of knowledge became the occupation of any considerable class of men, and that new developments in the arts are now constantly opening up opportunities for applying old knowledge—often knowledge which previously gave no promise of utility. Thus, while the newly discovered phases of electrical action—electro-magnetism, thermo-electricity, galvanic action, dynamic-electric energy, and the rest—have become influential factors in the arts, frictional electricity has lain neglected, every one tacitly assuming that its possible utilizations must already have been worked out. The moral to the young inventor, who would like to be an inventor, is plain. Do not wait to acquire a large store of knowledge before you begin to seek original applications for it. As each new fact or phenomenon comes within the range of your investigation be sure to consider its possible utilization. Think how it may be practically applied. Use it as a factor of invention, and follow it if you can, through the range of its present applications. You will find again and again that your inventions have been anticipated by others; but that should not be a source of discouragement. Invention is the best school for the inventor. The ability to invent grows with the practice. Great inventions are never the first fruits of a mind unpracticed in the art, and our greatest inventors have achieved their most valuable results only after years of more or less successful effort. The young man who invented the electric purifier is no exception to this rule. The habit of inventing is a long established one with him, early developed and urged on by an inherited tendency to invent, his family being gifted in that direction. His knowledge of electricity was limited, but he had been in the habit of applying his learning as he got it, and that habit brought him the opportunity to make the invention referred to. One of the great mistakes of students, fostered unfortunately by the conventional methods of instruction, lies in making education a qualitative mainly. The idea is to get knowledge, much knowledge, and then, if possible, apply it, forgetting that the mental habit acquired by the search for knowledge for its own sake is rather calculated to make the man an intellectual miser, a hoarder of information, than a practical use of knowledge. Much less information coupled with a habit of turning information to use, is worth infinitely more to the possessor and to society. Knowledge acquired as an end in itself is a delusion, a source of weakness rather than power. It is apt, also, to be a shadowy, elusive sort, in no way to be compared with the real knowledge which remains a fact each fact or idea has been worked over, tested, weighed, and measured by practical application. And the student who aims to become something more than a learner, a yea doer, possibly a creator, must never allow himself to think that the possibilities of any fact or phenomenon have been exhausted, so far, we mean, as its utilization is concerned. The habit of inventing, in other words, seeking novel and useful applica-

tions for the knowledge gained, should go hand in hand with acquisition. The apparent progress will not be so rapid, may be, as by the method of cramming, but it will be real and not liable to backsliding, while the possible profit of it will be incomparably greater.

THE QUESTION OF CREDIT

(Chicago Industrial World.) The value of good credit is beyond estimation in dollars and cents. To a business man it serves the purpose of a part of his capital, and, in some instances, it bridges him over difficulties whose money would not avail to save him. No good business man may be rich or poor, will hold his credit in light esteem. The better the business man, the higher does he prize his good name and his good commercial standing. Reputation has been the stepping stone to many and many a man's fortune. Instances are innumerable where young men and old men too have been put upon their feet and upheld in business by those having money, simply because the latter had faith in the honesty and integrity of the former and his possession of the necessary business education to warrant his ultimate success. Large firms have been wrecked by reason of their loss of it. A suspicion once gained against the reputation of a firm is likely to embarrass them in all their after business operations. The lines of credit run through all trades, from the producer down through the jobbers to the retailer, and from him to the consumer. Thus the article manufactured is generally sold to the wholesale dealer on a larger or shorter credit, who in turn sells it to the retailer on time, and he to his customer on credit. Business thus rests upon the foundation of mutual credit. But, strange to say, there are plenty of dealers who seem to have a reckless disregard for their good standing in the trade. Most of them court a bad reputation by being slow and careless in the methods of meeting their engagements. This is more likely to be true with the smaller than with the larger dealers, but it is true of too many large ones. The trouble is that many dealers think that, because they have assets enough to cover their liabilities, there is no occasion for their creditors fretting, if they do let their bills run over time before paying them. Some seem to think that as they have a good standing at home that is sufficient. They feel that the jobber ought to have known all about them and that as long as they are not bankrupt it makes no difference whether they keep their business engagements or not. They forget that the business of the wholesale dealer is run on system, and that perhaps he has a list of from 3,000 to 10,000 customers on his books and that he judges their credit and standing very much from the promptness they display in paying their bills. It is a suspicious circumstance to find a dealer always behind in keeping his engagements. He ceases to be looked upon as a desirable customer. The salesman, not over anxious to retain his patronage, is inclined to be less accommodating in cutting prices, and, before the dealer is aware of it, he has lost ground and standing with the wholesale trade, or with the manufacturer, if he deals with first hands. A little forethought in purchasing and energy in collecting will enable the merchant to meet his bills at maturity. By guarding his credit he obtains a firm control over the course of his own business, he is less inclined to overstock himself, he is less liable to be run over, and, above all, having a firm credit, he purchases his goods at the very bottom of the market. There is no excuse for having a poor credit, and the dealer who is unfortunate in having a poor rating in nearly every instance has himself to blame for it.

DOOM OF THE ERIE CANAL.

(St. Catharines Journal.) There is no abatement of the alarm felt in New York over the prospective destruction of the trade of the State by and in consequence of the enlarged Welland Canal. At a meeting of the Produce Exchange of the metropolis held a few days since a series of resolutions were adopted which fully illustrate how thorough is the scare. The first of the resolutions extols the wise and far seeing policy which gave to New York the Erie Canal. The second affirms that "the position heretofore held by the city and State of New York in commerce is jeopardized, and can not be much longer retained without prompt and vigorous action." It declares that rival seaboard cities have done much "towards wresting from us the traffic in the products of the great west. Canada, in pursuance of an all sided public policy, and by vast expenditure, has nearly completed the improvement of the Welland Canal, which will be ready for operation in a few months." The resolution also urges the adoption of an amendment to the State constitution, abrogating the provision that the expenditures upon the canal in one year shall not exceed the amount realized from tolls during the previous year. They further urge that "all tolls be removed, and that the canal be made perfectly free. Finally, they urge "the enlargement of the canal to an extent sufficient to equal or exceed the increased facilities offered by competing routes." Contemporaneously with this action of the Produce Exchange we find a Buffalo paper asserting that there will be no Erie Canal ten years after its maintenance is thrown on the people, and expressing the belief that "the bed of the canal will yet be

made the line of a four track railroad run by the state." There is no doubt that the Erie Canal as a competitor with the Welland is doomed. An analysis of the situation places this fact beyond dispute. It takes an average of twenty days for a canal boat to make a trip from Buffalo to New York and back, and the canal is only open, on an average, two hundred days in the year. This gives ten trips during the season. Now a vessel towed by steam can make the round trip from Port Colborne to Montreal in ten days, and Montreal is nearer Europe than New York. Our canals are open on an average two hundred and twenty days in the year, giving an average of twenty-two trips for a vessel on the route from Port Colborne to Montreal. We also take it as a matter now beyond contention that vessels of the full size of the now enlarged Welland canal will carry 80,000 to 90,000 bushels of wheat. This is an important fact which the commercial world yet fails to fully realize. Putting the capacity at the minimum, we find that a vessel from Port Colborne would deliver in Montreal in one season as much grain as two hundred and twenty canal boats could deliver in New York, allowing 8,000 bushels as a cargo for canal boats. A point on which some stress is laid is the assertion that the Erie Canal lock can pass a boat in four minutes. As a matter of fact nine minutes is the average but for convenience we will say eight. This would give in twenty-four hours one hundred and eighty lockages, or ninety toward eastward. This number of boats would be able in one day to carry from Buffalo 720,000 bushels of grain. This is a mere bagatelle when we glance at the capacity of our enlarged channel. We will allow twenty minutes for a lockage of vessels carrying 80,000 bushels, or seventy-two per day, thirty-six moving eastward with cargoes aggregating 2,880,000 bushels. There is no doubt that by an innovation on the present system of working locks and by filling and emptying on modern plans (which is still practicable notwithstanding the blunders of construction) a vessel could be locked through in ten minutes, thereby doubling the canal's capacity. And to this enormous total it is still possible to add twenty-five per cent by constructing vessels of iron and steel, saving dead weight and securing increased capacity. The people of the Western States are deeply concerned in securing cheap routes to the water, and our canal will receive their trade if it is necessary for New York and Buffalo men to control the vast and increasing grain crop of the West, their merchants must remove to Canada. It is just as impossible to scoop Lake Erie dry with a hand-badle as it will be for their "dirty ditch" to compete with our canals. The only salvation for New York, the only way whereby any considerable portion of the trade now enjoyed can be retained, is the construction of the Oneida and Oswego Ship Canal. As to Buffalo, no possible plan of salvation can be devised. The city must pull up stakes and transplant its enterprising citizens elsewhere—say at any point along the enlarged Welland Canal.

THE BUTTER TRADE.

(Fredericton, N. B. Capital.) Among the exports from the United States and Canada, cheese and butter take a prominent place. The dairy interest of the United States claims almost an equal place with the grain and meat business. A moment's consideration will show that it is an important industry in New Brunswick. The relative standing of provincial butter was once much higher than it now is, the reason of the depreciation being two-fold, namely that the quality of the butter made here is, on the whole, not so good as it used to be and that since the establishment of creameries in the United States the standard of butter there has advanced. We now know that the grasses which grow in this Province are peculiarly suited for dairy farming. Several cheese factories have been established successfully. It is worth while for our farmers to consider if they could not advantageously adopt the system of creameries for the manufacture of butter. Creameries are so called because they originally only took cream from the farmers. Experience has shown that what is called "the whole milk system" is the best, and now farmers bring their milk directly to the creamery. It is paid for at so much per hundred pounds. As soon as strained it is set in pans in running spring water. Sometimes ice is used to lower the temperature. The cream is kept until it is slightly acid, when it is churned by steam or water power, and a the subsequent preparation, such as working, salting and packing, is done by machinery. Choice creamery butter commands now in the Boston market, at wholesale, from 31 to 33 cts, as against 25 to 27 cts. for choice dairy butter. The western supply so fully fills the home demand in the United States that it would be found more profitable to ship butter from New Brunswick to England than to send it to the American market. As we are to have direct steamboat communication with Great Britain and Brazil, in both of which countries there is a strong and constant demand for good butter, the present would seem an auspicious time to establish creameries here, especially in view of the fact that the production of oleomargarine in the United States, and its mixture with dairy butter, is bringing the latter into disrepute. The Asiatic market for good butter is practically unlimited. Choice brands,

put up in this command do costs a pound in Japan and China. We mention this to show that if a good article is sent directly to the great trade centers it is sure of a ready sale at good prices. New Brunswick farmers have heretofore laboured under the disadvantage of having only the local market to look to, and this was very easily overstocked.

FREE TRADE THEORIZING

(New York Indicator.)

The Hon. Frank Hurd, in the extraordinary speech in favour of a tariff for revenue, delivered towards the close of the late session of the House of Representatives, and upon which we have already made some comment, says: "In the remarks I shall submit today, I expect to say nothing new, nothing which has not been much better said many times before." Mr. Hurd, we are bound to say, has kept his promise, for, as we have already remarked, his are the old English Free Trade arguments, used under circumstances totally different from those which at present surround the case of the United States. If the arguments and statements of the Free Traders, Mr. Hurd included, are true, the United States to-day should be one of the most poverty stricken and least progressive countries in the world. The farmers should be in a worse condition than are their brethren in Ireland, robbed as they are according to Mr. Mongredien, of \$100,000,000 annually to support the Eastern manufacturer, and of a still larger amount, according to the statement of Judge Black, to support the railways. The amount of good advice we receive from England, and from those who believe in English political economy as applicable to the affairs of the United States, would indicate that we are a poor relation of a thriftless type, whose chief value was to point a moral regarding the terrible results of the violation of well established economic laws. The fact that we are to-day, as a nation, the wonder and admiration of the world, in view of our rapid progress in material development, in population and accumulated wealth, does not seem in the least to disconcert our pessimistic advisers. We are prosperous, they say, not because of our adoption of economic regulations suitable to our case, but in spite of them. This, to be sure, is not a very strong reason for abandoning those regulations; but, nevertheless, the Free Traders would have us abandon them. Most persons, however, will recognize in our case the wisdom of the old adage "let well enough alone." "It is said" says Mr. Hurd, "that protection gives increased employment to labor and enhances the wages of the workmen. For a long time no position was more strenuously insisted upon by the advocates of the protective system than that the wages of labour would be increased under it. At this point in the discussion I shall only undertake to show that it is impossible that protection should produce this result," whereas Mr. Hurd proceeds to prove his proposition by abstract reasoning; but he says nothing regarding the fact that wages in the United States are higher, for like service, than they are in other countries. This is an aspect of the case beneath the consideration of the theorizing Free Trader. It is nothing, either, that hundreds of thousands of impoverished labourers of other countries—including those of Free Trade England—in every department of industry come annually to our shores to enjoy the advantages "it is impossible that protection should produce," and to submit with apparent cheerfulness to outrageous "robbery" by the manufacturers and the railways. Mr. Hurd has strung together, in the shape of an essay, a collection of theories regarding Free Trade and Protection that might fairly admit of abstract discussion; but it must be said that his views and arguments find no support whatever in the condition of the United States. That condition is one of unprecedented prosperity, and it is co-existent with a protective policy. The inference that Protection has had something to do with that prosperity is at least as strong as that which can be drawn from Mr. Hurd's arguments that we should be still more prosperous under a Free Trade policy, while common sense suggests the impolicy of experimenting in a change. An argument in favour of Protection, and a strong one in our opinion, may be drawn from the course pursued by England's own colonies. The inhabitants of these widely scattered communities are largely English in their feelings and prejudices, and yet every one of them, without exception, have found it to their interest to discard Free Trade and adopt a protective policy for the encouragement of home industries, and in every one of them has the effect been as desired and anticipated. This is a matter that we have not seen handled by the Free Traders, and one which it would be only good taste in the Cobden Club to explain away before they interfere with the regulations of a foreign Government. To state that these people in every quarter of the globe are all wrong will not do. They have made the change deliberately, and their experience so far convinces them they were right. The fact of the matter is, the relative merits of Free Trade and Protection must continue to be decided, as they always have been decided, by the result of experience in each case. There is no general or abstract principle whatever involved in the question that will ever find recognition as such, by any people or government. That Free Trade was advantageous to

England affords no proof that it is so to be advantageous to the United States unless it can be shown that the circumstances in which the people of the United States are at present placed are analogous to those of the people of Great Britain at the time when she adopted a Free Trade policy. This is a point entirely overlooked by the Free Trade advocates. Mr. Gladstone's remedial measures to the settlement of the land question in Ireland may turn out extremely satisfactory, but surely that would be no reason for their adoption in the United States unless some analogy existed in the conditions of the farmers in the two countries. The same may fairly be said of Free Trade or Protection. They are mere questions of expediency to be adopted or rejected on that ground and dependent for their value on their applicability to individual cases.

IMPORTANT COMMERCIAL CASES

In November, 1878, Margaret Funn of this city, made a promissory note for \$300 in favour of Cosgrave & Sons, to secure a loan made by them to her for that amount. To enable her to obtain the loan James Stewart endorsed the note, and it was then discounted by Cosgrave & Sons at the Bank of Commerce here. During the currency of the note Stewart, the endorser, died, and the note not having been paid when it fell due, the bank had it protested, and notices of protest mailed to each of the indorsers. Stewart's proper address was Lansing P.O., but this was unknown to the notary who prepared the protest, and in accordance with the statute, 37 Vic. cap. 47, sec. 1 D., the notice to him was addressed to Toronto, the place where the note was made. Cosgrave & Sons then paid the note, and on 10th April 1879, commenced an action against David Boyle, Stewart's executor, to recover the amount. The maker of the note was a person of no means, and was not added as a defendant. The executor set up among other defences that notice of dishonour had been sent to him, that the notice sent to the deceased endorser was not binding upon his estate, and that to hold the executor liable it was necessary that he should have received a notice in the usual way. On 7th June, 1879, the case was tried before Mr. Justice Cameron, who entered a verdict for the defendant upon the above defence. The case was then argued before the full Court of Queen's Bench, and judgment was given on 6th March, 1880, the Chief Justice and Mr. Justice Cameron being in favour of the defendant, and Mr. Justice Armour dissenting from their view. The plaintiff's rule was, therefore, discharged. The case was next heard of in the Court of Appeal, whither the plaintiffs had carried it. The appeal was argued by Mr. Christopher Robinson, Q.C., on behalf of the appellants, and by Dr. McMichael, Q.C., for the respondent. Judgment was given by this Court in September last, Justice Burton and Patterson being in favour of the defendant, the respondent, and Justice Morrison and Gait for the appellants. The Court being equally divided, the appeal was dismissed, and the judgment of the Queen's Bench remained. The plaintiffs nothing daunted, resolved to settle the law upon the point and accordingly appealed to the Supreme Court. The case was argued before that court at the last sittings, Mr. D. A. O'Sullivan appearing for the appellants, and Dr. McMichael, Q.C., for the respondent. The argument was heard by all the six judges comprising the court. Judgment was delivered on the 11th instant, allowing the appeal, with costs, the court being unanimous. The Chief Justice held that the bank had done everything that was required of it in order to make all parties to the note liable. The notice given was in compliance with the requirements of the statute. That statute was passed for the purpose of protecting holders of notes, and rendering the negotiation of paper simpler than it had previously been. The bank was the holder of the note when it fell due, and having given proper notice to all parties liable it was in a position to bring an action against all those parties. The deceased endorser was one of those and the law having been fulfilled so as to bind him, if alive, his executor was in a better position, and could not be excused from payment on the grounds urged. His conclusion, he stated, was not only in the interest of trade and commerce, but it was also carrying out the intention of the statute. Mr. Justice Strong held that the bank had done everything necessary, and was guilty of no negligence. He cited ex parte Baker, L. R., 4 Ch. Div. 793, which decided that notice sent to a maker of a note who had become bankrupt during its currency was binding on him. This case, he held, was strongly in point and was calculated to exert a wholesome influence on the trade and commerce of the country. He took the ground that an endorser who pays off a note is substituted to all the rights of action incident to the first holder. Mr. Justice Gwynne also gave a written judgment in favour of the appellants, and the other judges concurred. The appeal was allowed with the costs of all the parties below. It is strange that, although the facts of this case were very simple, and must have arisen in hundreds of instances, the point of law involved was never before decided in any English, Canadian, or American Court. It should now be sufficiently set at rest, at least in this country. Seven Ontario judges have given written judgments upon it, in addition to the decision of the six judges in the Supreme Court.—Toronto Globe.

TORONTO PRICES CURRENT.

Table of Toronto prices current, including sections for Groceries, Canned Goods, Lard, Flour, and various oils.

Table of various commodities including Hides and Skins, Leather, Produce, and other goods.

WEEKLY REVIEW. Toronto, April 26, 1881. The market has been very quiet during the past week, owing probably to the Easter holidays.

Boots and Shoes.—The trade is quiet at present, being just between seasons. Most of the orders received are for sorting up. There are heavy stocks held and quotations are nominal.

The Intercolonial railway—which averaged five miles an hour better time than over the Grand Trunk. Every facility and convenience was afforded by the Intercolonial authorities, and the shippers were very much pleased with the courtesy extended by the Government officials.

SCIENTIFIC AND PRACTICAL.

DANGER OF LIGHTNING FROM TELEPHONE CONNECTIONS

The National Government of Zurich has... DANGER OF LIGHTNING FROM TELEPHONE CONNECTIONS... The National Government of Zurich has...

TO REMOVE STAINS AND SPOTS.

Stains.—In all cases, strong, pure alcohol... Gum, Sugar, Jelly, etc.—Simple washing with water at a moderate heat... Matter Adhering Mechanically.—Beating, brushing, currents of water either on upper or under side.

SCIENCE NOTES.

Water in which fat is in excess... A German chemist has established the valuable fact that wood impregnated with paraffine oil is preserved for many years from rot, even under circumstances most favorable to decay.

the people of any other country—Green land not excepted... It is claimed that Dr. Carrelly of Sheffield, England, has, by a new process invented by himself, obtained ice at such extremely high temperature that it would burn the flesh to touch. He also claims to have frozen water in his glass vessels, and for a considerable time has maintained ice in such a temperature exceeding the boiling point.

The largest and most powerful electric lamp ever manufactured was recently made and successfully tested at Cleveland, O. It is of the Brush pattern and is of 100,000 candle power, being fifty times the illuminating power of the ordinary street electric lamp. The light requires forty horse power to maintain it.

An immense galvanic battery, consisting of 14,400 cells of chloride of silver and zinc elements, has been constructed for use in the lectures at the Royal Institution, London. The charging of the battery occupied three persons a fortnight, while its construction required more than a year's hard labour of several persons. It is pronounced the largest and most powerful battery in the world.

A machine for making lace hitherto produced only by hand work is reported in France. Even old styles of laces, the art of making which has been lost, can readily be reproduced. The machine employs from 1,800 to 2,000 spindles, and from 20 to 300 pins. The *Moniteur des Arts et Tissus* speaks in high terms of the machine and its products, which are said to be fully equal to the best hand made laces.

Aerial or wire railways are now being extensively used in some parts of the mining regions of the West for the conveyance of minerals. The car consists of a kind of basket which is suspended by an iron crane on a pair of grooves that run on a stout wire supported at the end of the cross-arms of telegraph poles, and are made to travel by means of smaller wires attached to the baskets, and propelled by suitable motive power at each end of the route or at suitable divisions thereof.

The Electric Light is, according to the *Swan Electric*, to be "laid on" to Mr John Watson's Barnock Colliery, Motherwell, and will extend to the pit bottom, the roadways, the station where the underground engine is placed, and, possibly, the miners' working places. Mr Watson is of opinion that lighting of a coal pit by electricity is both feasible and practicable, and he has determined to put his ideas to the test. The result will be looked forward to with the keenest interest by all connected with the coal mining industry.

Mr Lucas has invented an instrument for sea sounding which obviates the use of tallow required by the old sea sounder. It consists of a pair of hollow claws or spoons actuated by a strong spiral spring. Contact with the bottom displaces two crossbars, which keep the claws open during the descent, and the claws then "snap together with great force, nipping up a specimen of the bottom from 2,000 fathoms, or 2 1/2 miles. Perhaps some day it will nip hold of such a strong specimen that it will anchor the ship or pull up the sea bottom.

The melograph is a new apparatus recently invented by M. Rosenthal, of Paris, which it is claimed automatically and instantaneously inscribes in conventional character which may be subsequently easily read and transcribed, the melodies that may occur to the mind of the musician at the very moment of inspiration. Electricity is one of the prominent agents in the construction of the machine, which registers the various tones of music through the various tones of music it is attached, upon the principle of vibration, somewhat similar to the workings of the phonograph. The instrument is rather complicated in its construction and a satisfactory description of it would require more space than we can allow for that purpose.

One who has been experimenting for some time gives the method which he asserts will prevent lamp chimneys and other glassware from cracking when exposed to sudden changes of temperature either of the atmosphere or by coming in contact with water. The process is as follows: But the chimneys, tumblers, etc., into a pot filled with cold water to which a considerable quantity of salt has been added. Bring the water to a boiling heat over a stove, and then allow all to cool slowly. The process is simply one of annealing, and the slower the cooling part of it is conducted the more effective will be the work. Glassware is not only made more durable, but this treatment may also be applied with advantage to crockery, stoneware, porcelain, etc., and is certainly well worth trying.

The great Lick telescope, having an object glass 36 inches in clear aperture, is, as our readers are aware, being constructed by the Clark, of Cambridge, Mass. The *English Mechanic* says that the trustees of the bequest have recently received an offer from Dr. Hugo Schroeder, of Ober Ursel, near Frankfurt-on-the-Main, to construct a refractor having an object glass of 50 inches aperture! Dr. Schroeder is said to have been very successful in the construction of lenses, and the proposed 50 inch refractor would have been made on a new principle with single instead of double lenses. Practical optics, like other branches of science, is advancing every day; but this leap up to a 50 inch object glass seems too much at once.

A recent American patent (described by the *Scientific American*) is a soldering iron, formed of a handle through which two conductors pass, and project for some distance beyond; between the ends of

these is fixed a piece of platinum which becomes heated on the passage of the electric current. One of the conductors is separated near the upper end of the handle, and led by a button made partly of electrical conducting material and partly of insulating material so that by turning the button the current may be completed or broken at will. Another device separates the two halves of the handle, and so the two conductors by a spring so that to complete the circuit it is only necessary to close the handle together.

While carrying on the work in connection with the construction of the *Fau Sabars Railway*, in the Algerian Sahara recently, some discoveries of most archaeological interest were made by M. Terry, who has charge of the work. A mound of sand was observed near Wargia which excited Terry's curiosity. He had workmen to dig into the mound, and soon discovered a spherical dome. Digging still deeper, he found a square tower over the dome, then a platform of masonry, and finally a complete mosque. Excavations were continued for several days, resulting in the unearthing of nine houses in perfect preservation, and the discovery of a subterranean water-course, which, in itself, will prove of great value. Further details of Terry's excavations in that interesting locality will be anxiously awaited.

The new explosive, lignose, invented in Germany—a woody fibre prepared with nitro glycerine—is a very light powder, which in loose condition burns very slowly. The cartridges made of it are larger than those of ordinary blasting powder of the same power. As it does not withstand moisture, it cannot replace dynamite. It has been employed in a number of mines, and the results of various tests made of it place its explosive force—which, however, does not seem to be uniform—at some three times, at least, that of an equal weight of blasting powder. Great safety has been claimed as one of the advantages of its use, also the exemption from explosion by contact with naked fire, and the fact that but little gas is left after explosion, this little being quite harmless.

In a correspondence to a foreign scientific journal, Dr R. T. Sachs sends the following interesting natural history notes from Bavaria: "Within the past month I have been so lucky as to make what I hope is a remarkable discovery. On the island of Billiton, 200 miles from here, I found a fresh water fish which produces its young living from its mouth. I am quite prepared for the cry of incredulity that will be raised, but I conducted my observations with living fish and closed doors, and what I assert is undeniable. The eggs are hatched in the lower portion of the head of the fish, and are projected out of the mouth and from numbers else. I have secured several specimens which I shall send to Dr. Gunther, who will, of course, at once set the matter at rest. I also got on Billiton a butterfly which is either a new species or the male of the pretty *Myra nitra*, peculiar to the island."

For amplifying small motions, an ingenious device has recently been contrived, and exhibited before one of the foreign scientific societies. A small barrel is slung by two threads between the prongs of a metal fork, in such a manner that if the fork is bodily carried to and fro, the barrel will rotate around its axis; this is simply effected by making each thread, in its passage from one prong to the other, take a few turns around the barrel. To the barrel an index is attached, and the fork is then fixed on the body whose minute motion is to be indicated. The rotation of the body induces the fork and the barrel, which in turn deflects the index round the face of a dial, and the magnifying power is expressed by the ratio of the barrel's diameter to the length of the index.

A few weeks ago Dr. Siemens delivered a lecture in Glasgow on gas and electricity as heating agents, in the course of which he described a new form of regenerative furnace or gas producer, which he thought might eventually supersede the terrible labour of the firemen on board steam vessels. There certainly is no insuperable difficulty in applying this principle on board ship; for, stated simply, it consists in converting the fuel into gas and burning the latter under the boilers, instead of shovelling coals on to the fire, producing volumes of smoke, and involving labour which is of the severest and most exhausting kind. An experiment which is to be carried out at the Dalmarnock Gasworks will be carefully watched, and it is not unlikely that a revolution in the methods of "firing" will follow.

A very superior article of imitation ivory, now made in Paris, is said to be a mixture of one hundred pounds ivory dust, the same of pyroxyline, and fifty of camphor. The pyroxyline is ground wet, then pressed until only enough water remains in it to prevent ignition, and, after being combined with the ivory dust and camphor, is pressed between absorbing cushions until all the moisture is extracted, when fifty parts of nitrate of ethyl are added. The mixture thus formed is left for several hours in a closed vessel, until this nitrate is equally distributed throughout the mass. It is next subjected to heavy pressure in heated cylinders and rolled between hot rollers. The product thus obtained possesses a remarkable similarity in appearance and quality to natural ivory, is free from streaks and spots, and is not attacked by mould.

Tromb's utilization of electricity in combination with surgical instruments

is bearing fruit. A case is recorded from Vienna in which a doter has succeeded in curing a cancer in the stomach mainly by the assistance rendered by the poly-electric. The electric probe, which rings a bell when a ball or any metallic substance is highly pined by any surgeon, and an application of the same principle to surgical forceps has enabled a Berlin dentist to save the eye of a workman which was damaged by the insertion of a spark of steel. This case had become so bad that it was necessary to extract the piece of metal without delay or to excise the eye, but Dr. Hirschberg, by inserting a soft iron probe and subsequently converting it into an electro-magnet, withdrew the particle of metal, and saved the eye.

It is well known that when the moon is new, or a fine night, the markings of its surface may be distinguished by a low power telescope, being illuminated by the sunlight reflected from the earth. This earthlight is, of course, many times brighter than moonlight from the greater size of the earth. M. Janssen has succeeded in taking a photograph of the moon under these conditions, when only three days old. There was a narrow rim of brightness, the rest of the disc being in shadow, but still faintly visible. The photograph, which was taken on a gelatine plate, exhibits the general markings of the surface with considerable distinctness. Perhaps our electrically lighted cities may soon be visible from the moon at night, and act as the signal to any possible inhabitants of the moon, which it was suggested should be attempted by the construction of some gigantic geometric figure.

The uses of paper board have recently been multiplied, and its durability greatly increased by the following improvement in its manufacture. When a sheet of paper is immersed in an ammoniacal solution of copper, and then dried, it is found to be quite impregnable to water, and does not lose this quality even though the water be boiling. Two sheets of paper thus prepared, and passed through a cylinder, and each other so completely as to be quite inseparable. If, then, a considerable number of sheets so prepared be cylindrical together, boards of great thickness are obtainable, the resistance and cohesion of which may be increased by interposing fibrous matters or cloths. Thus prepared, the substance is quite as hard as the closest grained wood of the same thickness. The ammoniacal solution of copper is prepared by treating plates of copper with ammonia, of the density of 0.830, in contact with the atmosphere.

An entirely new principle is suggested by Mr F. W. Brearley, the Honorary Secretary of the Aeronautical Society of Great Britain, for the accomplishment of aerial navigation. His aeroplane somewhat resembles a horizontal kite, the broad end being thirty feet in breadth, the central shaft a narrow boat carrying the passengers and machinery, and the whole tapering off into a light but strong tail. The bow of the kite would be divided at the centre, and the two halves being pivoted would receive a reciprocating motion, and each beat would cause a wave like motion similar to that which everyone may observe for himself in the case of flat fish in water. This machine obviously possesses several important advantages over those worked by screws or wings, as it is not encumbered by the additional weight they entail, and admits of being actuated by the simplest possible means—a direct piston action being employed.

Experiments have lately been made on one of the principal French railways to determine the slipping by locomotive driving wheels at speeds varying from forty-three to fifty-six miles per hour. For this purpose, six locomotives of three different types were employed, five of them having four coupled wheels, while the sixth was a Crampton engine, with a single pair of drivers. The circumference of the wheels was obtained by measuring the rails traversed by one revolution. The utmost carefulness appears to have been exercised to insure entire accuracy of observation and data at these trials; and the results showed that, under the conditions of those experiments, no slipping whatever occurred—the important conclusion being arrived at, consequently, that any doubts in regard to the partial slipping of driving wheels under the ordinary circumstances of locomotive working may be set at rest, and that any such supposed action need not be taken into account as a cause of wear.

An ingenious method has been devised for producing a brilliant metallic deposit on glass. When nitric acid is added to a concentrated aqueous solution of tartar emetic solution as long as a precipitate is produced, then filtered, and the precipitate stirred into fresh water, the liquid formed is essentially a basic nitrate of antimony in suspension. On diluting a portion of this milky liquid and boiling, the precipitate dissolves in the hot and acid liquid. If, now, a little of this hot solution be poured into a hollow glass vessel, and cooled as rapidly as possible by shaking or holding it under running water, the liquid becomes milky, and deposits a very thin film of the antimony salt on the sides of the glass. On washing it out with cold water, and passing sulphuretted hydrogen gas into it, or pouring in a solution of the gas, the glass appears of a uniform faint yellow colour—the sulphide of antimony formed

adhering very firmly to the sides of the glass after washing and drying. By repeating this operation a very thin film can be in several days considerably within certain limits. Such glass vessels of a beautiful golden colour with a yellow reflection.

be force of it, which is to be... the "Coming Race," which is to be... Lytton sketched out for it, although we have not yet found such a simple and ready source for it as he did. Experiments have been successfully made in killing or stunning whales by a shock from a powerful battery. The first trial was made last December by a Bremen vessel, the steamship *Alexander*, when engaged off the Welsh coast, between Stenest and Pjellbacka. The harpoon was connected with the battery and found by an insulated wire, the return current passing through the sea, and the connection being independently made by the operator when the harpoon was properly embedded. In the first experiment the wire snapped owing to its extension, but having been properly calculated, but in the next experiment, made by the steam launch *Victor*, the whale was instantaneously killed or stunned, and lay absolutely motionless. Unfortunately the steamer proceeded too fast; the line snapped owing to some fault in paying it out, and the carcass sank to the bottom with the harpoon and 400 feet of line.

Two ingenious pieces of electrical apparatus for lighting and extinguishing lamps have recently appeared in one of them (M. Margre's system) the oil lamp stands on a base in which is a horizontal electro-magnet. From the armature of this rise two parallel curved rods of copper, joined at the top by a platinum spiral, which is rendered incandescent by a battery current, and brought in that state to the wick, when the armature is attracted. In this movement towards the wick a small bellows is compressed giving a puff of air through a tube rebounding on the wick. In the case of lighting the lamp, this puff has no effect but when the lamp has been burning and is to be extinguished, the puff produced by a momentary passage of the current blows the flame out, and there is not time for the spiral to re-light the lamp. In the other system (that of M. Ranque), a platinum spiral is brought to the wick, much in the same way, but the lamp is put out by an extinguisher at the end of a curved and pivoted wire. The contrivance is such that the extinguisher is brought down to the wick or raised from it (through attraction of the armature) according as the flame is to be put out or lit.

There is a bill now before Parliament to give London the benefit of the system of compressed air clocks, which has been successfully and extensively established in Paris. The compressed air clocks, says the *Times*, consist of a new and very simple construction of the works of the ordinary timepiece, by which all the clocks of any city or town, however much separated and distant from each other, can be governed and wound up and regulated by means of a pneumatic current and connecting mechanism that secures their regular going and their constant synchronization. The movement can be applied to all existing clocks or timepieces, wherever placed, and there may be either one central motor or several, according to the area of each municipality. If the system were adopted in London and the environs, as proposed by the bill already referred to, which by the consent and sanction of the city authorities and the Metropolitan Board of Works, the result would be that every clock embraced within the system, wherever situated, would always indicate precisely the same time of the day or night. The number of stations proposed for the metropolis by the promoters of the bill now before Parliament is ten. The maximum charge for public clocks is not to exceed 12s 6d per annum.

The stenographic machine, which was presented on March 11 to the Society d'Encouragement, meeting under the presidency of M. Dumas, is a small instrument, about one foot and a half long and one foot wide, placed on a stand two and a half feet high, on which it is easy to play with both hands. The number of elementary signs is only six, which by mutual combination give seventy-five phonetic letters. It has been worked with an astounding velocity, reproducing the passage pronounced by a man reading a word from a book. The limit of velocity is stated to be 200 words in a minute, which is more than sufficient, a speaker having ever uttered more than 180. The signs are very neatly printed on a paper band passing automatically under the types. They can be read by any person conversant with the peculiarities of the system, which requires the teaching of a very few months. The work of the stenographer is more difficult, but in little more than a year he can be educated. Women and persons who have an acute and correct hearing can practise it with success. Blind people generally having very delicate hearing, will be most useful, the reading and translation being done by other people. The same machinery is available for every language in existence. The system is so perfect that it can be used for reproducing a language that is neither spoken nor understood by the operator, but under such circumstances the operator must speak slowly and in a very distinct manner. This machine was worked by a young lady belonging to the stenographic staff of the Italian Senate where the machine is in constant use.

INSURANCE MATTERS.

INSURANCE

Foot insurance is generally worse than none, for, as the world goes, when one is insured, he is less cautious in watching his property and providing against the loss of it than though he carried no insurance. The difference in cost between the very best insurance and the very poorest is so trifling that it seems the height of folly to have any but the best. Yet scores and scores of business men and manufacturers take out policies of insurance in companies whose names they do not even know, and of whose reliability and standing they have equally limited knowledge. Frequently they place their insurance in the hands of some agent who is a personal friend, allowing him to select the company, or they take out insurance with the first party who happens along at a moment when they need it, or they are, perhaps, more frequently called into insuring by the soft blandishments of some oily tongue-dropper. A manufacturer who would not sell a hundred dollar machine to a purchaser without exacting a reference, or without first consulting Bradstreet's or Dun's reports, will take out a policy of insurance wherein he practically gives credit to an insurance company for thousands of dollars without so much as examining into the personal credit of the company. We do not wish to be understood as saying that all manufacturers of business men are thus loose in dealing for insurance, but the numbers who are is very large. It is not so difficult a matter as many suppose to determine what companies are the best, in the first place there are plenty of companies whose standing and reputation are so fully assured that they are known to be perfectly sound and reliable, and if the company is new then the reason is the greater for examining into its solvency, which can be done by the study of a little trouble and care. We pay the premium on insurance that we may be insured. We do not take out insurance with the expectation of turning down, but because of the risk and danger which are always present. We cheerfully pay the premium, because we believe, in case of misfortune of fire, insurance will stand between us and serious and irretrievable loss. But how often has it been the case that the very same fire that destroyed the manufactory or the store was the means of wrecking the insurance company carrying policies on those institutions? In such cases, the party supposed to be insured is in a sorry plight. He has lost his premium and also his insurance and what is worse, has been prevented from going into a solvent company that could and would have insured him. It pays the business man to carry full insurance but it does not pay him to indulge in poor, cheap, worthless insurance. In the first instance he has a security against loss; in the second instance he becomes simply a victim of misplaced confidence.—Chicago Industrial World.

TAXATION OF CORPORATIONS.

The taxation of corporations, including life insurance companies, is being considered by the Legislatures of New York and Massachusetts. There is an act now before the General Assembly of the latter State, proposing to tax the beneficiaries of all life and accident insurance companies doing business in that Commonwealth, to the extent of three per cent. upon the amount of all the claims paid to the citizens thereof. It is proposed to effect this by collecting the tax from the companies at stated periods, and authorizing the companies to deduct it, in each case, at the time of paying the claim. In the first place, the policy of such a method of taxing life insurance companies may well be questioned. We cannot see why money inherited in this way should be subject to taxation, while that inherited in the ordinary way escapes. Most people would suppose that any exemption that might be made in the taxation of inheritances would be in favour of those obtained through life insurance, as in the majority of cases it forms the bulk of the property of the deceased policy holder, and it is unquestionably to the interest of the State to encourage, in every legitimate manner, the practice of life insurance. But it is doubtful whether such a law would be operative, at least so far as existing policies are concerned. The companies have already contracted to pay certain amounts to the policy holders, and we do not very well see how the State can come forward and partially set aside those contracts in its own favour. In the case of other State companies, any law passed in Massachusetts can hardly authorize them in making a deduction from a claim, even if the claimant was a citizen of that State, as he could sue for the full amount in a United States Court. In this State it is greatly to be hoped that at least mutual life insurance companies—being essentially benevolent institutions—will be relieved from all taxes whatever. Those corporations are managed by the policy holders in their own interests. The case is very different with those companies which, while claiming to be mutual, are, in reality, joint stock concerns, conducted mainly for the benefit of the officers and directors. It is difficult to see upon what plea such a company as the Equitable can claim exemption from taxation. In fact, the recent claim set up by its directors of absolute ownership by its stockholders of the entire accumulated fund of the company, entitles it to be taxed upon every dollar's worth of its property not

invested in Government bonds. Why should not our members take them at their word in this matter? It would not be a bad method of testing the validity of the claim set up by the officers and directors of the company. There is another bill relating to life insurance companies before the Legislature of Massachusetts, the text of which is as follows:— Section 1. Every life insurance company doing business in this Commonwealth shall include in its annual return to the Insurance Commissioner a statement in detail of the amount paid in salaries and emolument to each of its officers during the year for which the return is made. Section 2. This act shall take effect upon its passage. It is difficult to imagine what good purpose can be accomplished by the passage of such a bill. Far better would it be if the life insurance tinkers would prepare some sort of a bill providing for a common sense method for the supervision of life insurance companies, in which the policy holders themselves would take a part. The information called for by the foregoing bill is calculated to cause further scandals, and, as a consequence, put additional weapons into the hands of the enemies of life insurance. There is no one interested in the question of officers' salaries except the policy holders and the officers themselves, and by a proper system of supervision this information and much that is more important for policy holders to know would be at their service at all times. The object of the weak efforts made by a certain class of legislators to annoy the managers of life insurance companies, under the guise of doing something for policy holders, is now pretty generally understood, and meets with no encouragement from the public; whereas a comprehensive method of supervision that would give a proper power to policy holders to acquire useful knowledge regarding the general management of the insurance fund to which they contribute—and in certain cases to control its management—would be hailed with satisfaction as a wise and needed measure of reformation.—N. Y. Indicator.

MARINE INSURANCE.

The agents of the Canadian Lake Underwriters Association in this city have received the tariff of rates for vessel insurance for the ensuing year. The companies composing the association, and the only ones licensed by the Government to do business in the Dominion, are British and Western Assurance, and the Mutual, Anchor and Royal Canadian Insurance Companies. The season began on the 1st of April and will continue up to noon on the 1st November. They are: On A 1 and A 1 1/2 vessels, 5 per cent; A 2, 6 per cent; A 2 1/2, 6 1/2 per cent; and B 2, 3 per cent. For yearly risks one-half per cent. will be added. No valuation less than 80 per cent. of that recorded in Lloyd's register will be taken. The Association's report for 1880 gives the following figures: Premiums received, \$113,375; losses incurred, \$125,596; paid on losses, \$77,568. At Chicago a gentleman states that all the leading insurance companies have entered into a compact to sustain the full rates recently printed in the *W.A.G.* and will instruct agents that deviations from the tariff will involve their withdrawal from services. Apparently no further efforts will be made to secure harmony of action and uniformity in cargo rates, and cutting and shelling will be in order. Ample evidence of a determination to cut rates in order to secure business, says the *Tribune*, is afforded in the case of the *sch. Massena*, which has just completed a cargo of corn for Montreal, via Kingston. The shippers made arrangements with a prominent insurance agency to cover a portion of the cargo until it reaches its destination at \$1 25 per \$100, and immediately thereafter a curved rate for a \$5,000 risk in the *Traders* at 90 cents per \$100, with an expression of willingness to assume the entire risk at this figure. Under the circumstances the agency first contracted with had to reduce their rate to correspond in order to keep their rate from falling into the hands of the *Traders*. The managers of the latter company are understood to be very pronounced in their determination to make war upon the agencies which have heretofore secured the lion's share of the cargo business, and a lively competition may therefore be looked for.—*Kingsley Whig*.

THE TEN INSURANCE COMMANDMENTS.

- 1. Thou shalt insure thy real and personal estate and all that thou hast, against fire, for Defending thyself from misfortune until old age. Thy happiness shall equal thy wisdom.
2. Thou shalt not insure more than thou dost possess, for insurance is not a business wherein thou canst make money. This is simply thy duty, in order to preserve what thou hast acquired.
Preserve that which thou shalt acquire. Whose is prudent guardeth his goods.
3. Thou shalt not insure less than thou dost possess—for what thou dost not insure will not be paid in case of loss.
4. Thou shalt not make excessive declarations of value respecting thy property in case of fire; but thou shalt state truly that which belongs to thee, that thou mayst not have a lawsuit, or gain a bad reputation.
As we make our bed so must we lie.

- 5. Thou shalt also exhort thy neighbours, thy friends, and thy relations to insure themselves, that they may escape loss, and that poverty through a loss by fire be not laid to thy charge. That which comes by the Suite goes by the drive.
6. Thou shalt also insure thy harvest from fire, in order that thou mayst sleep peacefully in thy chamber when it shall please God to ravage thy fields with great tempests, for consider that the loss of one harvest may make thee poorer than a church rat. If thou faltest into poverty, People will care but little for thee.
7. Thou shalt not omit to contract for insurance on thy life and against accidents, for God may at any time send to thee the angel of Death, and thou dost risk losing thy life whether in walking, on horseback, or in carriage; and thou art it acknowledge that thy life is more precious than thy house and farm and all they contain. If thou shalt die (whether by disease or accident) without being prudently and a specially insured, thy value will be lost, thy wife and children will be without resource. There is no remedy against death: If thou insure not thy life thou dost great wrong.
8. Thou shalt not backslide, nor hinder thy neighbours from making all these insurances, for those who are so improvident as not to insure are those who are most often visited with losses; no one pities their condition. Those that are beaten pay the due.
9. Thou shalt not search for evasions to get rid of the expense of insurance; for it is low in proportion to thy position; thou canst not put by as much as the value of the bottles of wine thou dost drink, and thou wilt then have sufficient for all thine insurances. The pitcher that goes often to the well must in the end be filled.
10. Thou shalt regard the expense of insurance like the expense of thy meat and drink; and as thou canst not do without these, because thou hast hunger and thirst, thou shalt not more hesitate about insurance, because it will give thee security, repose, consolation, and aid. In thirst and in misfortune A boat in reserve is a pleasure.
L'Argus says of the foregoing: "Une Rascaille (il) d'après un texte russe publié dans le Journal d'Odessa"

The *Western Insurance Review* calls attention to the "Ratio of Fire Losses to Population of the Country" for the reason as stated that "the ratio of total losses to the population and the ratio of the companies' losses to the total losses are facts to be considered in view of entering a particular field." Hence proceeding to the *Chronicle's* fire tables it divides the states into groups and finds the following ratios for the year 1880: In the New England States, with a population by the last census of 4,010,328, the total losses were \$2,877,700 and the losses to insurance companies \$6,699,500, from which is deduced a loss per capita of 2.28; Ins. Co.'s loss per capita 1.62; Ins. Co.'s loss to total losses, 68. In the Middle States, with a population of 12,374,924, there was a total loss of \$24,906,600, and a loss to insurance companies of \$14,375,400, yielding the following ratios: Total loss per capita, 2.16; insurance companies loss per capita, 1.17; insurance companies total loss, 58. In the Western States, with a population of 17,424,852, there was a fire loss of \$23,114,300, and a loss to insurance companies of \$12,591,100, from which we find the total loss per capita 1.33; insurance companies loss per capita, .72; insurance companies loss to total loss, 54. In the Southern States, with a population of 14,736,689, the total losses were \$10,111,000, and the insurance loss \$3,480,500, giving the following ratios: Total loss per capita, .69; insurance companies loss per capita, .31; insurance companies loss to total loss, 45. In the Pacific States, with a population of 1,101,718, there was a total loss of \$4,170,700, and a loss to insurance companies of \$2,006,300. Total loss per capita, 3.78; insurance companies loss per capita, 1.82; insurance companies loss to total loss, 48.

It is not easy to transfer the humor and idiomatic colouring of one language into another, consequently a French joke going the rounds of the European insurance press loses much of its point and all of its suggestion in an English dress; but we give the jest in both tongues. An honest stranger of the Gallic pattern has a fire, but his calamity is mitigated by the protective fire policy. All the way through the business the caution and precaution of the fire-afflicted unfortunate had not been defective on the score of prudence. The ubiquitous adjuster visits the ruins to assuage the sorrow of the badly burned policy holder and settle the loss. Voltaire's remark that there are two kinds of nature in the world—human nature and French nature—does not appear to come into play in fire adjustment matters, for an American adjuster on the spot would doubtless have recognized some matters as not altogether unfamiliar. The French expert noticed the point, put this and that together, and took in the situation. He thereupon knew his man and his man's work. Seeing that the grief of the insured was too much for his judgment, as it had been for his integrity, he took the measure of his capacity as a claimant. He carefully suggested an item of loss omitted in the account. In for a penny is for a pound. It was too much for the claimant that, after all, his full recovery would fall short, and simply or come at the consciousness of his own timidity, he corrected his mistake and adds a burned up

mother-in-law to the sum of his damages. The confusion thus made, the adjuster surprises the loser with information of the extent of the benefit the fire had conferred in augmenting the quietness of his domestic life, and leaves him to appreciate the indemnity which exalts in incinerated mother-in-law for fire destroyed furniture and farm stock.

MINING NEWS.

THE GOLD AND SILVER MINES OF THE WORLD.

On the 14th March Mr. G. Phillips Bevan, F.G.S., F.R.S., lectured at the London Institution on the "Gold and Silver Mines of the World." Speaking of the early discoveries in the Colony of Victoria, he cited Mr. Brough Smyth for the fact that three diggers at Forest Creek obtained in 39 days 360 oz. of gold, a party of five cleared 2 1/2 lbs. in a single day; another of four got 11 oz. from sun-dry till 3 pm; while another of three obtained 1,000 lb. in 14 days. The same authority mentioned that at Ballarat, the headquarters of the deep mining district in that colony, a party of six got 1,344 oz. of gold for ten weeks' work, while in four months another gang earned 24,000 lb. The workings of forty-two Ballarat companies up to the date of Mr. Smyth's writing were no less than 4,305,483; one of them—the Band of Hope—having washed 14,978 oz. in 44 working days. Of unusual nuggets the lecturer mentioned the Welcome Stranger, weighing 2,280 oz. 21 lb. long and 10 in. thick, a lump of solid gold found by the mere chance, yet worth 9,333 lb. The Welcome Nugget, which weighed 3,217 oz., and was sold for 10,000 lb.; the Blanche Barkley, 1,742 oz. in weight, and sold for 6,908 lb.; the Horn, weighing 1,008 oz., which fetched 4,040 lb. The Victoria gold fields now cover an area of 1,241 square miles, which in 1879 yielded 715,000 oz., valued at 3,000,000 lb. Queensland was traversed by a chain of gold rocks from north to south, and at least 4,000 square miles were being worked with all the experience gained from the failures of the old colony. The yield for 1879 was over a million sterling. South Australia was more a copper than a gold country, but the gold fields of Port Darwin were being industriously worked by the Chinese. After mentioning South Australia and New Zealand, the present rage for speculation in Indian gold mines was touched on, with a due caution to perplexed investors. The Russian mines in the Ural range were interesting, both as probably having been referred to by Herodotus, and as having enabled Murdochson to forecast the success of gold mining at the Antipodes. Passing over to the American continent, the lecturer spoke of the gold mines of North Carolina and Virginia, the California discoveries, and the rich silver mines of Nevada and New Mexico. He gave an elaborate description of the Great Consolidated lode, the two mines of which had yielded in twenty years 393,871,005 lbs. He spoke further of the immense wealth of the Arizona and Colorado silver mines, as well as of the Bolivian mine long known by the name Potosi, and of those worked in Chili, Peru, and Mexico. The European mine was the last to pass in review. It had been computed, Mr. Bevan said, that the grand total amount of gold produced during the historic ages was 3,617,093,000 lb., and that of silver 2,526,259,000 lb.; making for both the precious metals together no less than 6,143,352,000 lb.

MINING INTERESTS.

The present duty on mining machinery is so high that it amounts almost to a prohibition. There has not, so far as we are aware, been discovered in the province a large body of ore of sufficient high grade to justify any company in the importation of a stamp mill, in the face of the present duties. Of course a mill could be imported from Canada, but then the freight would be nearly if not as great, as the duty on foreign machinery. We have in British Columbia a number of scattered lodes of low grade ore, that can be profitably worked if the machinery could be purchased as cheaply as in the United States. As an instance we may mention that work has been suspended on the "Fannie Miller" ledge here, on account of the failure to procure a mill. The latest assays from the ledge made by Prof. Price, San Francisco, gives an average of \$10 for the entire width—30 feet. An application was made both to the Cariboo Mining Company and to the Provincial Government for either the purchase, or loan, of the mill now idle at this place, where it was brought some time since to be taken up the Cariboo road, but is now resting upon the bank of the river. The propositions were declined, both for what reasons are best known. The parties applied to—but in justice to the Government we believe the fault rests with "entanglement alliance" with the company—that will neither do themselves nor let those who would do something to develop the country. Here are \$15,000 of the people's money tied up and no prospect of realising immediate relief. How long this state of things is to continue we are unable to say. A stamp mill at Yale, to develop the two well known ledges partly opened, would be of great advantage to mining interests in this place and vicinity. Those who have the enterprise and confidence are unable to secure the capital necessary to do anything of importance; hence the present state of mining affairs at this point. As in the steam vacuum dredge

it is reported as improving in yield, but working only spasmodic, and very little can be said about it. At present the water is low enough to answer all practical purposes. When Mr. Page returns the dredge will be put to work again.—*Inland Sentinel, Yale, B.C.*

THE TAKOU MINKS

The steamer *Otter* arrived here yesterday afternoon from Port Wrangel and way ports, having made the round trip in fourteen days. She left the former place on the 14th inst., and reports stormy weather all along the coast. At Wrangel there has been a succession of heavy snow storms rain and wind. There are about 70 white men and 40 Chinese waiting to proceed to Cassiar, but, although the river is still closed and the ice reported in good condition for travel, the weather has been too rough to venture on the trip. Mr. Vivian Bodden, formerly purser of the steamer *Cassiar*, is lying dangerously ill at Wrangel, and his recovery is despaired of. Several parties have returned from the Takou mines. Although there is considerable excitement over reported discoveries, nothing definite is yet known concerning their extent or richness. Recently 800 lbs. of picked ore were shipped for assay, and it was expected that the yield would be very encouraging. The return, however, shows that it assayed \$64 to the ton, much less than was anticipated. It is not improbable, however, that quartz claims may be developed. The *Otter* met the steamship *California*, bound north, a few miles this side of Bella Bella. Reports are confirmed relative to the destruction by fire of the Indian village at Bella Conda, but the Hudson Bay Co's post, which is situated about half a mile from the village, escaped. The *Otter* brought down a number of kegs from Port Essington for Capt. J. Irving's new excavator now being built at this port, and a quantity of salmon in kits from Alert Bay. Amongst the passengers who arrived were Dr. N. F. Foster and Messrs. Chantrell, Duncan, S. A. Spencer and Hall.—*Victoria (B.C.) Standard*.

We insert the following from the *Leadville Chronicle*, because there is more truth than poetry in it: If the mining industry is ever to take its rank among the industries of the world, there must be less quackery and less ignorance among those who profess to be its organs. No weak passes that we don't receive some Eastern mining journal with this diatribe in prominent place, "It is known that fissure veins increase in richness as depth is reached." In fact, nothing of the kind is known. In Clear Creek, Boulder and Olin counties in this State, the fissure veins generally grew poorer as they went deep. On the Corral Creek there was no general rule, but the best ore was as often found near the surface as at the great depths. In Australia the ore sometimes held its own, sometimes slightly improved with depth, but below a certain point, far above the ordinary workings of deep mines, it became too poor to pay for working. In California, deep workings have seldom paid and have generally been abandoned. These are things which every experienced miner knows, and for mining journals to keep repeating exploded fallacies is merely to tempt ignorant men to spend money foolishly.—*New York Indicator*.

A correspondent of the *Tribune*, writing from Wyoming, N.Y., gives the following information concerning the rich deposit of salt which has been opened there. About three years ago a company boring for petroleum struck, at a depth of 1,250 feet, a bed of pure rock salt, 70 feet in vertical thickness. Its lateral extent is not known; all that has been observed of the deposition of salt, as well as the working of salt mines in Europe, leads to the conclusion that causes which deposited such a depth of salt must have operated over an extensive area. It seems evident that the Wyoming salt mines, and the salt springs of Salina, Syracuse, Western Canada, Michigan, Wisconsin and Iowa, belong to the same geological formation, namely, that known as the Onondaga Salt Group, which was deposited during the Salina period, in a series of shallow, land-locked seas, extending east and west from Eastern New York to Iowa. Evaporation caused a deposition of salt in the bottom of these seas; occasional incursions of ocean water in tides and waves kept up a supply of brine, and the deposition went on so long as favourable conditions continued. The slight dip of all the rock strata of Western New York, fifteen to thirty feet to the mile, in connection with the gradual rise of the surface of the country in the same direction, explains the greater depth of the salt formation at Wyoming than at Salina, the springs at the latter place being about 200 feet deep.

The *Daily News*, London, says it would be a misfortune and little short of a calamity to England and Russia if old suspicions and jealousy were renewed. This unfortunate rivalry cannot be avoided unless some explanations be promptly given of General Skubloff's recent movements.

The evacuation of Kandahar by the British force, according to General Home's published order, commenced yesterday and is to be completed by the 22nd. Ayoub Khan is prepared to advance on Kandahar with a large force as soon as the British troops are out of the place, so that there is a fair prospect of a desperate struggle within the next few weeks between Ayoub and the Ameer.

MONTREAL PRICES CURRENT.

Table of Montreal prices current, categorized by Groceries, Coffee, Sugar, Syrup, Flour, Fruit, Spices, Rice, Salt, Fish, Lard, Soap, and various oils and fats.

Table of various goods including different types of wine, beer, and spirits, along with their prices.

Table of various goods including different types of flour, sugar, and other commodities, along with their prices.

Table of various goods including different types of oil, fat, and other commodities, along with their prices.

Textual news reports and market commentary, including sections on 'The only arrivals at the moment', 'Hides and skins', 'Wool', 'Cotton', 'Produce', 'Flour', 'Sugar', 'Lard', 'Honey', 'Tallow', 'Dairy products', 'Iron and hardware', and 'Leather'.

WEEKLY REVIEW.

Weekly review text starting with 'River boats have already made their appearance in the harbour, the first arrival of the season taking place yesterday...'.

Weekly review text starting with 'A demand for fine dairy salt for dairy purposes is experienced at 20c to \$1.05 for factory filled...'.

Weekly review text starting with 'The market is quiet for both timothy and clover, the former selling at \$2.30 in car lots...'.

A monster fat hog from Mr. Robinson, of... weights aggregating over two and a half... Messrs. Elliott, Willemsen & Co...

The following were the receipts of live stock at the Grand Trunk yards, Point St. Charles...

Horse Market.

There is still a brisk demand for all classes of horses, and prices have materially advanced. The average price paid for horses last week was \$108.50 against \$101.45 during the week previous...

LUMBER TRADE.

THE BRITISH MARKETS.

Singleton, Dunn & Co's circular, dated Glasgow, 5th April, gives the following prices current...

Table with columns for item names (White Pine, Yellow Pine, etc.), quantity, and price per unit.

FROM NEW BRUNSWICK PORTS.

Table listing prices for items like Deal, Pine, Spruce, etc.

FROM THE UNITED STATES AND OTHER PORTS.

Table listing prices for items like Portland Spruce, Deal, Pine, etc.

STATE OF TRADE.

The time circular says: Trade is dull, and prospects not very encouraging. The long continued severe weather has hindered all out door work...

Elm - A parcel of 10 feet was sold at 2s per cubic foot, and 21d at 21d per cubic foot.

Oak - No transaction of note is reported. The consumption was large, but the larger buyers' stocks are ample to carry them over till next season.

Deal - A parcel 10 inches wide, 2 1/2 feet long, was sold at auction a week ago at 17d per cubic foot - a most disappointing price.

Deal - 1st Pine - The market is quiet, and all now admitted its consistency. Mr. J. B. Manning, the newly elected President, in the course of his address...

CANADIAN LOCOMOTIVE WORKS.

A meeting of the shareholders of this company, whose formation was chronicled in our columns the other day, was held in this city for the purpose of electing directors and completing the organization of the company.

CHEESE MARKET.

The season for cheese manufacture can be said to have fully opened, as nearly all the factories in this district have commenced operations...

RECIPROcity.

Buffalo, N.Y., 14th. At the installation of the officers of the Board of Trade today, several members advocated vigorous efforts on the part of the Board to secure free trade on the canal...

and all now admitted its consistency. Mr. J. B. Manning, the newly elected President, in the course of his address...

THE FALL WHEAT.

Some reports have gone afloat lately to the effect that the frosts prevailing during the past fortnight have been detrimental, and in many cases killed the fall wheat.

OFFICIAL ANNOUNCEMENTS.

The Canada Gazette of Saturday contains the following: Capt. Geo. McKay has been appointed Harbour Master of the Port of Kingston, Prince Edward Island.

The return of Mr. Crozier, for East Northumberland, is gazetted.

An Order-in-Council has been passed prohibiting vessels which have carried cattle from any port in the United States to land cattle in Canada for a period of thirty days thereafter...

Letters patent have been issued to the "North West Navigation Company," limited, with a total capital stock of \$250,000.

The Government bank statement for the month ending March 31st, shows as follows: Authorized capital of Canadian Bank, \$50,750,000; subscribed capital, \$27,372,333 67; capital paid up, \$29,837,288 23...

The Fredericton, N.B., lumber market is very flat.

A New York despatch says a temporary injunction has been granted in the suit of Charles Worrisboffer against the Northern Pacific Railway, demanding that all issues of common stock be declared void...



DIRECT TRADE BETWEEN

Canada & the Brazils.

Subscribed by the Canadian & Brazilian Governments.

Montreal & Halifax

(Summer and Winter Ports.)

TO PERNAMBUCO, BAHIA and RIO JANEIRO.

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NEW STEAMSHIP SERVICE

PASSENGER AND FREIGHT.

Exceptional advantages to Traders, EXPORT AND IMPORT.

For all information, address

F. J. MACKAY,

General Traffic Agent, Canada and Brazilian S. S. Co., Ottawa.

THE WOOL HOUSE.

WINANS & CO.,

10 Church Street, Toronto, Recognised as Manufacturer's Headquarters.

All grades of foreign and domestic WOOL.

Beam Cotton Warps.

every variety, at mill prices.

All second-hand woolen machinery in Canada on our books. Address of sellers given free on application.

JAS. ROBERTSON & Co.

DOMINION SAW WORKS, TORONTO.



Circular Saws, Gang Saws, Butting Saws, Cross Cut Saws, Shingle Saws, Mill Saws.

Manufacturers of Superior Quality Circular Saws, Circular Shingle Saws, Gang Saws, Mill Saws, Butting Saws, Cross Cut Saws.

INSERTED TOOTH SAWS A SPECIALTY.

All Saws warranted to be made of Very Best Material, and only First-Class Workmen employed.

SAW MILL SUPPLIES OF ALL DESCRIPTIONS. SAWS REPAIRED.

RUBBER BELTING, LEATHER BELTING, FILES, FILES, CUT, BARRY CUT, GRINDSTONES.

BABBITT METAL, LUBRICATORS, PACKING, FELTING, IRON TUBES, WHITE LEAD, ETC.

TORONTO WORKS, 253 KING ST. WEST.

R. H. Smith & Co.

(Successors to J. FLINT)

Sole Manufacturers in the Dominion of Canada of the

'SIMONDS' SAWS

ST. CATHARINES, ONT.

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

THE LARGEST SAW WORKS IN CANADA

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 Blanket.

I am prepared to offer at a

VERY LOW FIGURE.

Arthur Toomey,

NAPANEE.



THE METAL TRADE.

THE BRITISH MARKETS.

The prices for raw steel which, as will presently be seen, show a certain...

Steel making progress in the United States is a topic which is proving irrefragable here.

This week the Scotch pig market has manifested no improvement in the legitimate demand...

orders, the question of price not having been agreed upon. For the week ending Thursday...

Manufactured iron has seen a further fall in price, consequent upon a greater scarcity of orders.

The annual reports of some of the chief iron and steel making firms of Sheffield are now being issued.

Birmingham manufacturers report that business with the United States is fairly steady, although the demand is confined to a rather small group of articles.

THE LONDON MARKET.

Table with columns for metal types and prices. Includes rows for 'The following were the closing prices in the London metal market March 18, 1881' and '1882'.

Table of metal prices for COPPER, LEAD, TIN, and SPIRITS. Lists items like 'Sheathing and sheets', 'Flat bottoms', 'English pig', etc.

Bessemer blooms have just been sold for shipment to the United States at 25 5s per ton...

UNITED STATES MARKETS.

Pittsburgh. Pig Iron—The pig iron market in this city is so nearly the same as it was last week...

Table of prices for MADE FROM LAKES SUPERIOR ORDS. Lists items like 'Gray Pig', 'Gray Forge', etc.

Table of prices for MADE FROM PENNSYLVANIA AND VIRGINIA ORDS. Lists items like 'Gray Pig', 'Gray Forge'.

Table of prices for ANTHRACITE IRONS. Lists items like 'Gray Pig', 'Gray Forge'.

Table of prices for CHANICAL IRONS. Lists items like 'Missouri warm blast', 'Lake Superior warm blast'.

Manufactured Iron—The mills continue to be pretty busy, but new orders are not coming in with much freedom...

on gas and steam pipe, 65 per cent of on boiler tubes 45 per cent. The net price of 1/4 inch oil-well casing is 70 cents...

Rails—No orders have been placed here for steel rails for some weeks. But they may be quoted at \$63 to \$64 cash...

Steel—The steel market has undergone no change within the week. The remarkable weather is retarding business.

Scrap Iron—Is a little stronger. No 1 wrought is now worth from \$29 to \$30 per net ton...

New York.

Pig Iron—American: The past week has been an exceedingly quiet one, so far as regards actual business...

Booth: Small sales are the rule, and their number is by no means encouraging to importers or other holders.

English: There are some brands of Middleborough available at \$18, but the most in favour are held at \$18.50 to \$19.

Balls—No important transactions have been reported during the week. Lots for early delivery are firm...

Old Balls—The market has been very dull, and closes untraded in tone...

Scrap Iron—Transactions continue moderate, while supplies are increasing somewhat...

Tin—The tin continues to have fair jobbing sale, and rules quite firm at 24 1/2 to 25 1/2 for the Straits...

cross assortment, \$5.75 to \$5.87 1/2 for Allaway grade, and \$6.12 1/2 to \$6.25 for Molynd grade...

Copper—For ingot the demand continues light, and Lake Superior can readily be obtained at 130 to 131 cash...

Lead—The market for lead continues weak, with small sales of common made at 4600 to 4700...

Solder—Common domestic has been sold to the extent of 50 tons at 60 to 61 1/2...

Antimony—Demand small, and the market easier at 1 1/2 to 1 3/4...

RAILWAY MATTERS.

THE INTERCOLONIAL RAILWAY.

Following is a comparative statement of Intercolonial freight business at Halifax station for the last weeks of March, 1881 and 1879, respectively—

Table comparing Inwards, Outwards, and Total freight business for 1879 and 1881.

Comparative statements of Intercolonial freight shipments, Inwards and outwards, for six months, week ending March, 1881, with corresponding period, 1879—

Table comparing Inwards, Outwards, and Total freight shipments for 1879 and 1881.

The principal items of shipments and receipts were in following proportions, the balances being made up of miscellaneous goods—

Table showing proportions of principal items of shipments and receipts.

The only items in which there has been a decrease have been in the shipment of English goods—a consequence of the Allan's attempt to divert the Canadian trade to Boston in the early part of the season...

Work at the Repair Shops.

'Never was so busy before,' said Mr. Johnson, the superintendent of the engine and car works, in reply to the Mail reporter's inquiries...

are made to do extraordinary work. For instance, the 44 made a continuous run this week of some 600 miles...

MORRISBURGH AND OTTAWA RAILWAY.

A meeting was held in Beach's Hall, West Winchester, Friday last, in connection with the proposed Ottawa and Morrisburgh Railway.

Amongst the gentlemen on the platform were the following:—John Kerr, M.P.P. Stornoway; A. Broder, M.P.P. Dundas; A. J. Laframboise, M.P.P. Inverness; Dr. Anderson, West Winchester; Dr. Anderson, West Winchester; Dr. Anderson, West Winchester; Dr. Anderson, West Winchester...

Mr. A. G. Laframboise, M.P.P., in the attention of railway promoters had but recently been directed to that locality, the place offered facilities for a railway unexcelled by any in the province.

Mr. Broder, M.P.P., introduced Messrs. Taylor and Inley, of Ottawa, who understood the whole matter, and called on those two gentlemen to report.

Mr. Taylor read the report of Mr. Leonard B. Bell, O.E., which stated that the railway could be constructed with easy facility. The principal works would be three bridges, one of 300 feet to span the Rideau, one of 200 feet to cross the Nation, and one of 2,000 feet across the St. Lawrence.

Mr. Bell's report was concluded by recapitulating the numerous advantages to be gained by the construction of the proposed railway, which he earnestly recommended.

A letter was also enclosed in the report from J. P. Briggs, Manager of the Lake Ontario and Southern Railway Company, who strongly advocated the building of the road.

Mr. Broder enquired of Mr. Inley what connection the road would make at Potomac with other American railways? Mr. Inley, in reply, said the line would be about 60 miles long from Ottawa to Potomac Junction, where it would connect with the U. & S. R. R., and from there to New York would be the shortest route by 27 miles.

ber of American gentlemen present, as he knew Americans were both orators, and called upon these gentlemen to state their views.

Col. Reddington, American Consul at Ogdensburg, advocated the building of an independent line to Ottawa, and declared if there was any money to be made the Yankees would, as a matter of course, have a hand in it.

Dr. Anderson, M.P.P., in moving the adoption of Mr. Bell's report, regretted that the correspondents "Locomotive" and "Halls" were not present, and wished it particularly understood that in his belief these two gentlemen were the chief promoters of the scheme.

On a motion of Mr. A. G. Laframboise, committees were appointed to enquire which of the two schemes would be the most advantageous—north and south, or east and west.

It was then moved by Dr. Steacy, seconded by Mr. O. Duncan, that the meeting is of the opinion that a railway station from some point on the Brockville and Ottawa Railway system of railways, and running in a south-easterly direction to the Ottawa or Montreal would be in the interest of the majority of the people and supply to the fullest extent the demand for railway facilities in this section of country.—Carried.

Mr. Kerr, M.P.P., though an American friend, Colonel Reddington, seemed to forget that we had a seaport at Montreal. He appealed to the patriotism of his listeners by drawing their attention to the fact that although Canada may be small, yet it was the third maritime power in the world.

It was then moved by Mr. Broder, M.P.P., Dundas, seconded by Joseph Kerr, M.P.P. Stornoway, that P. Frost, Smith's Falls; W. H. Magee, Merrickville; Harvey Hower, A. Blackburn, Kemptonville; Dr. Steacy, John Sullivan, Mountain; M. P. Beach, Thos. Hamilton, Winchester; Wm. Johnson, O. P. McKinnon, Finch; Joseph Kerr, Farrow's Point; John McRae, John Bennett, Roxborough, be a committee to communicate with prominent railway men and capitalists with a view to securing co-operation westward with the proposed railway intersecting the Canada Central Railway at or near Smith's Falls, three miles eastward through the section of the country to Montreal, and that such committee have power to add to or diminish its numbers.

Col. Reddington, in reply to the statement made by Mr. Kerr, repudiated the idea of Americans sending to England for their money. He said the Liverpool market was not a sure one, and that the only market Canadians could depend on were the Americans.

Mr. Ira Morgan, M.P.P., was surprised that the honorable member for Stornoway should depreciate the mineral and lumber resources of the Ottawa Valley. He said the scheme was one for the purpose of gaining all the advantages for the locality.

The New York State engineers' annual report shows that for the past year 66 new railway corporations were organized, the greatest number in the history of the State. A great impetus has been given to seaside roads. The capital stock of steam roads is \$516,934,000; debt, \$358,577,000; total earnings, \$112,578,000; dividends, \$18,669,000. The report is very long, and is the most complete ever made upon the department.

POSTAL TIME TABLE. POST OFFICE, OTTAWA.

Table with columns: MAIL, Class, Delivered. Rows include Eastern - Montreal, Maritime Prov, Western - King, etc.

Registered matter must be posted half an hour previously. Office hours from 8 a.m. to 6 p.m. For Savings' Bank and Money Order business, 9 a.m. to 4 p.m. G. P. BAKER, Postmaster.

The Trunk line executive committee has fixed the summer rates from Chicago to New York at thirty cents on grain and thirty-five cents on live hogs, a reduction of five cents. If this rate can be sustained against water competition the roads will be able to make up some of this winter's losses.

The traffic returns of the Midland Railway for week ending March 31st, 1881, were: Passengers and mails, \$4,280.07, freight, \$4,722.97, total, \$8,993.04, as compared with \$7,696.15 for the corresponding week of 1880, being an increase of \$1,296.89; and the aggregate traffic to date is \$62,988.28, being an increase of \$3,219.64 over 1880.

Table with columns: Passengers, Freight and live stock, Mails and sundries, Total, Corresponding week last year, Increase.

Another awful lesson upon the results of forgetfulness in the railway service is told in the following report of an accident in which eighteen men were suddenly made the unfortunate victims: A construction train on the Rock Island road, near Walnut, Iowa, March 30, collided with a freight train, demolishing the cars of the construction train, including a caboose, in which were 20 employees, all of whom were injured, several probably fatally.

Col. Flower, conductor for the extension of the K. & P. R.R., was interviewed this afternoon, while in the city. He reports the work on the line to be progressing nicely. The thirteen miles are divided into four sections. Messrs. Grady, Fozzato, Hendrick and Monk each have the superintendence of a section. There are about 200 men now employed. The Colonel thinks the extension will cost at the rate of about \$18,000 a mile.

Manager Gaddis of the Ogdensburg and Lake Champlain Railway has recently secured a contract with the Central Vermont for the interchange of business for the next twelve months. Both parties to the agreement will contribute several hundred freight cars to the formation of a line to run between Ogdensburg and Boston, which is to be known as the Boston and Ogdensburg line, via the Central Vermont. It is expected that similar contracts will be entered into with the other connecting roads of the Ogdensburg and Champlain at House's Point.

In view of the fact that it is announced that the Welland canal will be opened in July for boats of twelve feet draft, measures are being taken to establish a line of lake steamboats to run from Ogdensburg to Toledo, Cleveland, Detroit, Milwaukee, and Chicago, in connection with the Ogdensburg road and its connections in New York and New England. It is probable that the line at first will consist of five boats, which can now be secured.—Boston Advertiser

POSTAL TIME-TABLES. POST OFFICE, MONTREAL.

Montreal, July 5, 1880.

Table with columns: MAILS, LOCAL MAILS. Rows include Ottawa by railway, Provinces of Ontario, Quebec, Three Rivers, etc.

Table with columns: MAILS, LOCAL MAILS. Rows include Beaufort's Route, Beaufortville, Contrecoeur, etc.

Table with columns: MAILS, LOCAL MAILS. Rows include Boston and New England, New York and Southern States, etc.

Table with columns: MAILS, LOCAL MAILS. Rows include By Canadian Line (Friday), By Canadian Line (Saturday), etc.

Letters, etc., prepared in New York are forwarded daily on New York, where mails are despatched. For Havana and West Indies, see Havana, every Thursday p.m.

Postal Car Bags open at 7 a.m. and 9.15 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 Express Mails.

A large deputation from Three Rivers and neighbouring counties, including a number of clergymen, local members, wardens of counties and others, waited upon the Quebec Government, and urged upon it the claims to assistance of the proposed line of railway from the Piles to Lake St. John. It is understood that the projectors of the scheme ask from the Government amongst other matters a grant of 20,000 acres of land for every mile of line built from the Piles to Lake Edward, at which point the road expects to meet the Quebec and Lake St. John railway.

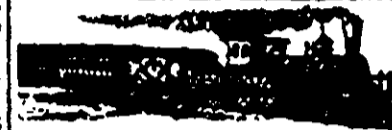
RAILWAY TIME-TABLES.



Canada Central Railway.

CHANGE OF TIME.

On and after MONDAY, 21st JUNE, trains will run as follows:— LEAVE OTTAWA. Western Express Train, making close connection with Grand Trunk Railway for Toronto and all points West, arriving in Toronto at 11.15 a.m. 11.30 a.m. Pembroke Express Train, connecting at Carleton Place with trains for Perth, Smith's Falls and Brockville. 4.30 p.m. ARRIVE IN OTTAWA. Express Train from the West, leaving Toronto at 7.30 a.m. 6.45 p.m. Express Train from Brockville, Perth, Prescott, and all intermediate stations. 1.40 p.m. Trains run on Montreal time. These trains make only four trips between Ottawa and Brockville in connection made at Brockville with the Utica and Black River R.R. for New York, Albany and all points South. T. A. MCKINNON, ARCHER BAKER, Superintendent, General Manager. Brockville, Ont., 21st June, 1880.



ST. LAWRENCE & OTTAWA RAILWAY.

CHANGE OF TIME.

On and after THURSDAY, 10th JUNE, 1880, trains will run as follows:— LEAVE OTTAWA. For the East, West, South and South-East. 11.15 a.m. For the West. 2.00 p.m. For both East and West. 10.30 p.m. ARRIVING IN OTTAWA. From both East and West. 6.00 a.m. From the East, South and South-East. 4.00 p.m. From the West. 6.20 p.m. Going West take the 11 a.m. train. Ample time for dinner at Prescott Junction. Close Connections with Grand Trunk Trains to and from both East and West, and with those of the Rome, Watertown & Ogdensburg and Lake Champlain and Utica & Black River Railways at Ogdensburg, to and from New York, Boston, and all points South and East. A Steamboat Express Train will leave Ottawa on Tuesdays, Thursdays, Saturdays and Sundays, at 8 a.m., connecting with the different lines of steamers on the St. Lawrence, for both East and West. A Sofa Car will be run on the Night Trains between Ottawa and Prescott Junction. Trains are run on Ottawa time. WALTER SPANLY, General Manager, Ottawa, July 26, 1880.

Q. M. O. & O. RAILWAY.

CHANGE OF TIME.

COMMENCING ON Wednesday, June 23rd, 1880, trains will run as follows:—

Table with columns: Mixed, Mail, Express. Rows include Leave Hochelaga for Hull, Arrive Hull, Leave Hull for Hochelaga, etc.

Local trains between Hull and Aymer. Trains leave Mile End Station seven minutes later. Special Pullman Palace cars on all passenger trains and elegant sleeping cars on night trains. Trains to and from Ottawa connect with trains to and from Quebec. Sunday trains leave Montreal and Quebec at 4 p.m. All trains run by Montreal time.

GENERAL OFFICE, 15 Place d'Armes Square. TICKET OFFICE, 12 Place d'Armes and 22 St. James St., Montreal, and opposite the St. Louis Hotel, Quebec. L. A. SENKAL, General Superintendent.

INTERCOLONIAL RAILWAY.

SUMMER ARRANGEMENTS, commencing 14th June, 1880:—

Table with columns: Mixed, Mail, Express. Rows include Leave Point Lévis, Arrive Trois Pigeons, etc.

This train connects at Chandler's Curve with Grand Trunk trains leaving Montreal at 10 p.m. The trains to Halifax and St. John run through to their destination on Sunday. The Pullman car leaving Montreal on Monday, Wednesday and Friday, runs through to Halifax, and then leaving on Tuesday, Thursday and Saturday, to St. John. The trains leaving Halifax at 3 p.m. and St. John at 10.30 p.m., and which reach Montreal at 6.30 a.m. by connecting at Chandler's Curve with the Grand Trunk train at 5.30 p.m. remain at Campbellton over Sunday. For information in regard to passenger fares, tickets, rates of freight, train arrangements, etc., apply to CAPT. MACQUAIG, Sparks St., Ottawa. D. POTTINGER, Chief Superintendent.

DOMINION TRADE REGISTER AND INDUSTRIAL DIRECTORY

AGRICULTURAL IMPLEMENTS. A. R. WHITTING MANUFACTURING CO. Cedar Falls, Ont. - Manufacturers of scythes, forks, hoes, etc. ANILINE DYES. SMITH THORNTON & CO. Montreal - Agents for K. Schuler, Offenbach O. S. Germany. BRASS WORKS. H. S. FABRA CO. Montreal - Brass finishers and founders, beer pump manufacturers. COTTON BROKERS. M. WRIGHT, Dundas, Ont. - Sole agent in Canada for Ordway & Melville, cotton 1/2, 1/4, 1/8, Nashville, Tenn. COTTON MILLS. H. D. DAVIS COTTON MILLS CO., Dundas, Ont. - Dry domestic, denim, flannels, yarns, etc. HAMILTON COTTON MILLS CO., Hamilton, Ont. - Denim, tickers and yarns. JOHN MCKAY, Dundas, Ont. - Manufacturer of every description of cotton warp and yarn. EDGE TOOLS. H. T. WILSON, Dundas, Ont. - Manufacturer of axes, picks, mattocks, grub hoes and rail way contractors' supplies. ENGINES AND BOILERS. O. C. MORRISON, Hamilton, Ont. - Engines, boilers, steam hoists, etc. THOR WILSON, Dundas, Ont. - Manufacturer of stationary and portable steam engines, boilers and machinery of every description - cotton mill calendars, hosiery steam presses and flannel wheels, all sizes. FILES. THOR GRAHAM, Toronto, Ont. - Manufacturer and recutter of files and rasps. FREDERICK BAUSCH, Cote St. Paul, Montreal - Manufacturer of every description of hand made files and rasps. FILE & SPRING CO., Cote St. Paul, Montreal - All kinds of files and springs. Files recut. Sole manufacturers of Bausch's patent coarsened spring. G. OUTRAM & SON, Dominion City Works, Montreal - Manufacturers of every description of files and rasps. FURNITURE. OHAWA CABINET CO., Ottawa, Ont. - Furniture Manufacturers. Toronto branch, 57 Yonge St.; Montreal branch, 47 and 49 Notre Dame St. AMERICAN DRACKET CO., Hamilton, Ont. - Manufacturers of all kinds of heavy furniture, brackets, etc. TESS & CO., 11 St. Bonaventure St., Montreal - Manufacturers of office desks and revolving bookcases. JAMES WRIGHT & CO., 11 to 17 Hermaise St., Montreal - Church, bank, house, store and office fittings, art furniture and inland goods, etc. GLASSWARE. HAMILTON GLASS CO., Hamilton - Manufacturers of glass and green glassware. GLOVE MANUFACTURERS. W. H. STOREY & SON, Aston, Ont. - Manufacturers of fine gloves and mitts in every variety and style. HAMMERS. HENRY H. WARREN, Cote St. Paul, Montreal - Manufacturer of every description of hammers, sledges, hatchets, contractors' tools, etc. HUGS, SPOOLS AND BENT GOODS. F. W. HORN & SON, Hamilton, Ont. - Manufacturers of hags, spoons, rims, shafts, poles, fish and cutter sets, etc. NAILS. F. F. DALLEY & CO., Hamilton, Ont. - Manufacturers of nails, blacking, harness oils, perfumery, etc. IRON WORKS. CANADA SCREW CO., Dundas - Manufacturers of iron and brass screws, bolts and rivets. COWAN & CO., Galt - Manufacturers of every description of wood working machinery. DOMINION BOLT CO., 37 St. Peter St., Montreal - Manufacturers of every description of bolts, hot pressed nuts, railway spikes, bridge, boiler and iron rivets. Works at Toronto. H. R. IVES & CO., Montreal - Hardware manufacturers and founders: iron railing and iron work a specialty. HAMILTON BRIDGE & RAIL CO., Hamilton - Iron railway and highway bridges and iron working machinery. MCKENZIE & BERTHAM, Dundas - Machine tools and wood working machinery. THE OHAWA MALLEABLE IRON CO., Ottawa, Ont. - Manufacturers of malleable iron and pipe cast iron. KNIFE WORKS. THE WHITMAN & BARNES MANUFACTURING CO., St. Catharines, Ont. - Manufacturers of mowing and reaping machine knives, rections, guard plates, cutting apparatus complete, spring hoes and cutters, etc. KNITTING MILLS. A. LKNARD & SONS, Dundas - Manufacturers of plain and fancy hosiery. LACE, SUE, ETC. CHAS. CHILDS, Montreal - Manufacturer of best and cheap lace, lace for cutting sole leather, upper leather, envelopes, boxes, cards, and paper collars. LEATHER BELTING. DOMINION BELT AND HOSE CO., Toronto - Belt, harness belting, hose leather, etc. ROBIN & SADLER, Montreal - Manufacturers of every description of leather belting. SHOES AND FINDINGS. HOLTON & SMITH, 157 Mountain St., Montreal - Tanning and repairing attended to. DANIEL BELL & CO., Toronto - Manufacturers of the "Excelsior" organ. DOMINION ORGAN AND PIANO CO., Howanville, Ont. - Manufacturers of Pianos and Cabinet Organs. See advertisement in another column. J. R. WARREN & SON, Toronto - Manufacturers of church organs. PAPER MANUFACTURERS. CANADA PAPER CO. (Limited), 374, 375 & 376 St. Paul St., Montreal - Manufacturers and importers of all kinds of papers. Mills at Windsor, Sherbrooke and Portneuf. DOMINION PAPER CO., 37 St. Peter St., Montreal - Manufacturers of manila, book and news print, cardboards, millboards and colored papers. JOHN FISHER & SONS, Dundas - Manufacturers of printing and wrapping papers. W. M. BARNES & SONS, Georgetown - Manufacturers of book and the papers. SAW MANUFACTURERS. H. H. SMITH & CO., St. Catharines - Manufacturers of all kinds of saws, planing machines, saw knives, etc. - Sole manufacturers for the Dominion of Canada of the celebrated "Diamond" saw. SHURLEY & DENTON, Galt, Ont. - Manufacturers of circular and cross-cut saws, planing machines, etc.

SCALES. CANADA SCALE WORKS, Jas. O. White & Co., Toronto - Manufacturers of all kinds of standard scales. Factory, 102 Adelaide St. East. SPICES, ETC. R. D. VAN DE CARIE & SON, Toronto - Manufacturers and importers of coffee, spices, cream tartar, mustard, etc. STEREOTYPERS, ENGRAVERS, ETC. P. DIVER & CO., Toronto - Electrotypers and stereotypers. Designers and engravers on wood. STOVES. WM. CLENNING, Montreal - Stoves, ranges, furnaces, radiators and machinery castings. TELEPHONES. HOLT TELEPHONE CO., Toronto - Telephones and outfit \$5 to \$25 per pair wire \$1 to \$5 per rod; works two miles. TAIERS. BUTTER & CHEESE TRIMMERS - Robert Donaldson, Montreal, manufacturer of pump cutters, butter, cheese flour and sugar triers. WIRE WORKS. R. GREENING & CO., Hamilton, Ont. - Manufacturers of wire ropes, cloth and general wire workers. MAJOR & GIBB, 440 Craig St., Montreal - Manufacturers and importers of wire cloth and wire goods and dealers in railway and mill supplies. TIMOTHY GREENING & SONS, Dundas, Ont. - Manufacturers of the strongest description of steel wire cloth, mill kiln doors, and general wire weavers. WOODEN GOODS. C. T. BRANTON & CO., Toronto - Have special facilities and machinery for the manufacture of all kinds of wooden articles. Correspondence solicited. J. R. McLAUREN, Jr., 83 College St., Montreal - Manufacturer of Sharpe's patent safety oil cabinets; also, refrigerators, children's carts, wagons, sleighs, and general woodenware. WOOLLEN MANUFACTURERS. J. ROUTH & CO., Cobourg - Woollen Manufacturers. JOHN WARDLAW, Galt, Ont. - Manufacturer of Scotch hosiery, whooling and knitting yarns. WOOLS AND COTTON WARPS. WINANS & CO., Toronto - Dealers in wools and cotton warps.

PETROLEUM.

THE BRITISH MARKETS. ARTHUR BROWN & CO.'S PETROLEUM REPORT. LONDON, April 4th, 1881. Refined Petroleum Oil - During the early part of last week values in all positions were firm, and sales for the last four months were transacted up to 3d. per gallon advance; however, this firmness was not maintained, and prices again declined to previous rates. Prime and Standard White Pennsylvanian sold at from 6 1/2d. to 6 3/4d. for best brands; inferior 6 1/2d. to 6 1/4d.; May - a small business done from 6 1/2d. to 6 1/4d., while for September-December deliveries large quantities changed hands at intermediate rates from 7 1/2d. to 7 3/4d. To-day's market closes steady, 6 1/2d. to 6 3/4d. spot, according to brand; 7 1/2d. to 7 3/4d. last four months. Naphtha - Steady. Coal Oil - No business of importance. Turpentine - Early in the week continued to decline, and as low as 30s. 6d. to 30s. 3d. was accepted for the month then closing, viz. March. April was sold down to 30s. and May to 29s. 6d. The position has, however, considerably improved, and the demand for spot has been steady, to-day's prices being 31s. to 31s. 3d. spot. Month 31s. May 30s. 9d. to 31s. June 29s. July-August 29s. 6d. September-December 26s. The stock at the wharves to-day is 12,895 barrels, and deliveries for the past week 884 barrels.

PETROLEUM OIL. Table with columns for Price of S. W. Petroleum, 1881, and 1880, and sub-columns for Refined and Crude.

COAL OIL. Table with columns for Stock this day, Landed last week, and Delivered last week, and sub-columns for 1881 and 1880.

Above represents stocks and movements at London and Thames Haven Public Wharves only.

CANADIAN MARKET.

(Petroleum Advertiser) The demand for crude has shown some abatement during the past week. Sales have also fallen somewhat. Prices are steady at \$1.70 to \$1.75. There is very little doing in refined at present. Quotations may be given at 18 1/2c. per Imperial gallon. Drilling operations show continued vigor in the territory "Wild cat" ventures meet with very little success. The crude oil market in the United States has been very much excited during the past week. This may be accounted for by the agitation going on all over the world for a higher fire test for refined oil. The present stock above ground in Pennsylvania is estimated to be about 22,000,000 barrels of crude oil, of which the "Standard Oil Company" are reported to own about 14,000,000 barrels. OIL SPRINGS. Operations had been almost suspended during the past few days on account of

the superabundance of mud and water, but now the piercing rays of the "bright orb of day" have surmounted these difficulties and have given us bright prospects for conducting operations in the future. Our old and esteemed friend, Capt. Waller, with commendable energy is busily engaged in putting up one of the best rigs in the territory, and we hope that success will reward his enterprise. The "Phoenix" have rigged their well up in first class style. A break in the surface caused a few days delay for repairs. Mr. Sheppard's well is down 370 feet and is now pumping 15 barrels a day of water. This explodes the old idea that oil can be found below the "big water vein," and it proves that there are "millions" in the veins never yet touched. The "Excelsior" will have dodged the "big water vein" and will soon give a good account of themselves. Mr. Dunlop, who has been awarded the contract of putting down wells for the London Co., has commenced drilling.

OIL CITY. Mr. T. A. Gurd, of Petrolia, has commenced arrangements for sinking a test well on lot 18, 5th con., of Eastkilleen, a short distance from here. The contract for drilling has been awarded to Messrs. Ward & Doyle, who left here yesterday for the scene of operations. We hope Mr. Gurd will make a lucky strike. Mr. George Lucas has awarded the contract for sinking a well on the Pluck Road between the saw mill and the Howlye hotel, to Mr. Tichborne. Drilling operations will be commenced in a few days.

The market at Petrolia for crude oil by the car load is from \$1.70 to \$1.75 per barrel. This price has been paid this week for the crude oil certificates of the Petrolia Crude Oil and Tanking Company, this being the speculative pipe line, and the price at which these certificates can be brought from producers regulates the market. The price of American crude oil in the various producing districts of Oil City, Parker, Tl usville and Bradford, by the last quotations is 85c to 90c 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 time and get money advanced on it.

REFINED OIL MARKET. Table with columns for Location and Price per gallon.

The above are wholesale prices per Imperial gallon at which refined oil is sold by the car load; 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 Baybold tester, 8c. Refined oil for the New York city trade, in lots of 50 @ 100 barrels, 100° flash test by the Tagliabue prometer, 9 1/2c. Refined oil of 180° burning test, 130 @ 11c, 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 or refined oil for export, 110° burning test, cargo lots, 11 1/2 @ 12 1/2c, according to brand.

PETROLEUM PRODUCTS. Table with columns for Product and Price.

The Imperial Oil Company, of London and Petrolia, has received the contract for supplying the Government lighthouses with oil.

HAVANA CIGARS.

In a recent number of the Tobacco Plant is a very interesting article on the manufacture of cigars in Havana, from which are quoted the facts herein stated. There are in the City of Havana one hundred and twenty manufacturers of cigars, employing all the way from five or six to as many hundred cigar makers. The first requisite to becoming a cigar manufacturer is to get a license from the government and to register the mark and name under which you propose to manufacture. There is no restriction on account of nationality. Cigars are classified under two rules: first, by the marks of the maker, and second by the size and form. The largest cigars are the Regalia Imperiales. The Imperiales part of the name does not need an explanation, but it is not generally known that Regalia is derived from the Spanish verb Regalar, to give or present. The Regalia Imperiales are about seven inches long. The Regalia is a smaller cigar, both as regards length and size. The Candore Imperiales are about the same length as the Regalia but thinner. The Entrus Actos are small well made cigars, to be smoked, at the name indications, between acts at the theatre. Damas are very small cigars, not much larger than cigarettes, and are generally smoked by ladies, for in this do smoke in the West Indies. Millera Communes are poor cigars, and are used very extensively among the lower classes, and are also exported to a considerable extent. Vegeteros are a highly made rough looking cigar, and is of any quality from the lowest to the highest. The best grades of

THE MONEY MARKET.

TORONTO STOCK REPORT. Table with columns for Bank, Capital subscribed, Capital paid up, Rest, Dividend last 6 months, and Closing Price April 2nd.

DEBENTURES, &c. Table with columns for Debenture Name, Interest Payable, and Where Payable.

MONTRÉAL STOCK REPORT.

Table with columns for Name, Capital subscribed, Capital paid up, Rest, Dividend last 6 months, and Closing Price April 2nd.

clears are made from the tobacco coming from the celebrated Vuelta Abajo district, and the upper leaves of the tobacco plant are preferred. The manufacture of cigars is also an important industry in Havana, giving employment to some 6,000 persons. The largest cigarette factory in Havana, if not in the world, is La Homradem, and the cigarettes made under this name bear a worldwide reputation. This factory produces two million five hundred and sixty-two thousand cigarettes a day, or over nine hundred and twenty-four millions per annum.

CHEEK.

(Burlington Hawkers.) No, my son, cheek is not better than wisdom; it is not better than honest modesty; it is not better than anything. Don't listen to the siren who tells you to blow your own horn or it will never be tooted upon. The world is not to be deceived by cheek, and it does search for merit, and when it finds it, merit is rewarded. Cheek never deceives the world, my son. It appears to do so to the cheeky man, but he is the one who is deceived. Do you know one cheeky man in all your acquaintance who is not reviled for his cheek the moment his back is turned? Is the world not continually drawing distinctions between cheek and merit? Almost everybody hates a cheeky man, my son. Society frown of the brassy glare of his face, the hollow twinkling of his symbolical tongue, the noisy assumption of his superiority. The triumph of cheek is only apparent. He hores his way along through the world, and frequently better people give way for him. But as they

give way, my boy, for a man with a point put in each hand. Not because they respect the man with the point pots particularly, but because they want to take care of their clothes. You can sell goods without it, and your customers won't run and hide in the cellar when they see you coming.

Large numbers of agricultural implements are being shipped daily from Toronto for the west.

The steamship Pader which has arrived at Halifax has 200 bags of sugar for Montreal railway.

There is about 10,000 tons of iron ore at the Hemlock Mine in Madoc awaiting shipment. The owners of this mine and the Dufferin Mine are putting in railway sidings at both mines for the purpose of facilitating shipment. A sensation will be created in Montreal if it turns out to be true that the cashier of a company well known in the North West has become a defaulter for a large amount, and has absconded to the United States. His alleged delinquencies are said to have been going on for six or seven years, which he prevented coming to the knowledge of his superior by falsifying his books. The money is said to have all been spent on his family in sustaining a position in society which his salary did not warrant. There is no doubt the party has left the city, and on calling upon the manager of the establishment he said to your reporter that the cashier in question was out of their employment, but would not admit there was anything wrong. The family of the alleged defaulter have gone out of the city to live and is said to be without a dollar. The amounts of the delinquencies are variously stated all the way from \$5,000 to \$20,000, but it is probable the actual amount is not yet known.

THE DRY GOODS TRADE.

UNITED STATES MARKETS

(United States Economist.)

Notwithstanding that many features in the present situation of our dry goods interests are to be deprecated, there is yet much for congratulation in the fact that matters have not been very frequent or very late, and that the finances of the country are generally in a very sound and healthy condition. It is true supplies of many kinds of merchandise and other commodities are ample and are being sold and disposed of by distributors at prices which do not fully cover the cost of production. But when the channels of transportation are for a long time stopped, and the legitimate consumption of goods on part of the masses is delayed or interrupted, supplies must necessarily begin to accumulate in first hands, and selling values of the same commence to waver and to weaken somewhat. Manufacturers must have money to pay their hands and keep their machinery in motion, whether the sale of their goods is delayed or not, and commission merchants who are led to make heavy advances to keep their business running, and to be reimbursed for their outlay, have at times moved goods of the best price they will bring whether a loss inure to the manufacturer or not. With jobbers it is almost the same. Slow trade, large stock, and maturing payments soon become a state of business that engenders a most unhealthy degree of competition, which is like productive of low prices and profits on the wrong side. This has been illustrated of late, particularly in low grade cottons and light weight woollens which, through many of the causes noted, began to accumulate to some extent in both first and second hands. The fact of the slow or retarded distribution of these to the masses has not been due so much on account of the latter not wanting them as from the effects of the long and cold winter, which have made their transportation and sale so difficult. There is but little question but that the country is in a sound, healthy condition, and that were the physical disabilities from which many sections are suffering promptly relieved and later and local communication and traffic as free as they have ordinarily been in the past at this season of the year, we would be having a very active and prosperous dry goods trade—and more than likely would find that supplies of both cottons and woollens would be insufficient to readily meet the demand that would be current for them. As it is, in the finer grades of browns, bleached and coloured cottons the leading makers are fairly sold up to the production of the season, and the excess that exists in the lower qualities is not by any means such as to cause any undue anxiety, except that the prices for the same in many instances are unconscionably low. However, the latter have apparently created an improving demand for their export, which in due time will tend in connection with the curtailing of production to place supplies in a more satisfactory condition. In spring woollens, and particularly such as were a little "off" in style or otherwise, manufacturers and agents have been promptly meeting the market by putting such prices on the residue of their spring stocks as will speedily compel their sale. In essentially desirable light weight woollens there is now but little stock in first hands, the season's product of the same having been fairly played up, and opening values generally maintained in the meantime. In new fall weights of good styles and qualities, and on which fair prices have been fixed, there has been already a comparatively good complement of orders received, considering the general backwardness of the season on account of the weather. While some well known makers have done exceedingly well in the matter of orders for future delivery, it can not be disguised that the general state of trade in this line as well as in others has not been up to anticipations, but rather anything but satisfactory. However, the season is but in its opening yet, and the future holds out great encouragement, as the masses are not stocked with goods, have money, and are well employed, and prices of both the raw materials and manufactured articles, have about touched bottom, and with any favourable show of a distributive demand must soon rally to the extent of affording a fair margin for profit. Six months of winter is an unusual thing, and must in turn bring some compensation for the ill which have followed in its train. We are more than confident that ere many weeks we will see a rebound for the better as springing as it will be gratifying. The general prosperous condition of the country and the people furnish ample basis for this prediction.

Owing to the closing of the Cotton Exchange yesterday, in consequence of the observance of "Good Friday," the week has been a short one—comprising in a business point but five days, since our last review. In the beginning the market for spot opened quiet and steady, and unchanged as to prices. Subsequently holders brooming faint in their views advanced rates 1-16, at which they continued steady to the close. The sales of spot up to Thursday embraced 6,384 bales, of which 2,735 were for domestic spinning purposes, 2,178 for export, and 375 on speculation. The sales for future delivery for the same time aggregated 328,700 bales. The receipts at the principal ports the five days comprised 64,237 bales, and since September 1st amount to 6,262,415 bales, against 4,872,145 for the same time last year. The

market closes quiet for good ordinary at 8 15-16, low middling at 10 1/2, and middling at 10 3/4. Future deliveries rule steady at a decline of 4 to 5 points. The stock on hand in New York is 194,444 bales, and the consolidated stock 707,909 bales.

The woollen goods market in first hands during the week under review has not generally been of a satisfactory character, although buyers are here in apparently larger force and have been doing considerable business around. Undoubtedly much of the quantity and activity which prevailed in the wool and woollen goods market in a very unsettled condition, and the regular demand from agents for the same of a limited and indifferent character, and selling values continue weak and downward in tendency. Considerable lots of light weights continue to be moved at very attractive concessions, and which for the time being seems to have more or less demoralizing effect upon the regular market for spring goods. With the cloth and general dry goods jobbers the place distribution in the aggregate has been fair, although apparently a little less active. Reduced prices also seem to prevail all along the line. For now fall weights the demand has been moderate, though on some styles of the same a fair aggregate for orders of future delivery was placed. With the improvement in the weather, together with the increasing arrival in the market of buyers, a better business is looked for. The following about covers the situation in wool and woollen goods. The unsatisfactory and depressed condition of the goods market continues to be distinctly reflected in the market for the staple, dullness and low prices being the predominant features. At the decline, however, there is more disposition to purchase for consumption, but this is done in a very quiet manner and in a different way. The backwardness in the season's trade occasioned by the severity of the winter and the consequent bad state of the country roads, which has made it almost impossible to move heavy freights from the stations, thereby keeping hundreds of millions of dollars' worth of merchandise unavailable by the impediments encountered through the various courses of transit. The fact of all this backwardness of traffic is slow payments and over anxiety on the part of all who have maturing obligations to meet to dispose of all classes of merchandise at the best prices procurable. It is no in wool as well as in woollens, and, as we said above, in all merchandise. It is no argument to advance that prices abroad are relatively higher than here, as the markets here know no bounds and reject all the principles which govern business in all other relations to such articles. There are parties, however, who hold desirable lines of woollens in anticipation of a better demand, and hope for a reaction in prices before the new clip can be made available. There is considerable poor stock and heavy surplus wools still held which can only be disposed of at very low figures in contrast with prices held over two months ago.

The Wool Trade.

The market during the past week has not exhibited much improvement, and prices are still more or less unsettled, although as a general thing holders are not inclined to make additional concessions to enlarge sales. The unsatisfactory condition of the goods market is very strongly reflected in that of wool, as to make manufacturers unusually careful in their operations. So many spring goods have been forced to sale at prices which bear no direct relation to their intrinsic values, and the season so far for fall weights has not been generally up to anticipations, that both wool dealers and manufacturers are placed in a very variable position. However, it is obvious to all those in quest of wool that desirable grades are becoming more or less scarce, and that to buy good long staple wools in any considerable quantity is at present not quite so easy of consummation as it might appear. These are the most sought after, and we think nothing desirable can now be bought below 40c. for XX Ohio fleeces; about 30 per cent. We know that other grades of wool can be bought at less figures, but when they reach the cards manufacturers find that they are not so cheap as they expected. Even good short staple wools begin to be more inquired for, as a number of the felt and hat factories contemplate starting up. As the advanced circular of Messrs. Manger & Avery, which we published below, gives a very full and graphic report of the condition of the market, we necessarily omit fuller details on our part. At the low range of prices reported in our last circular, a number of our leading manufacturers were induced to buy moderately of the choicest selection offered for sale, and as fresh lots were taken every few days a measure of stability was imparted to values. Some holders, thinking that an improved demand would bring better prices, were inclined to withhold their wools, but it soon became evident that manufacturers could only be tempted by low prices and all became free sellers as buyers offered. At 40c. for choice Ohio wools XX grade there appears to be a steady demand, but wools averaging fair condition do not move readily at that figure. While the demand has been mainly for very fine fleeces, the inquiry has extended to medium grades, which now are in reduced supply, and also to low grades, of which the market is still

well stocked. The demand for combing wools has been mainly for the lower qualities and values have ruled low. The woollen goods market has worked very unsatisfactorily for manufacturers thus far. The prolonged winter has about ruined the spring trade in woollens, and although nearly all the mills lessened their production yet most of them have quite a line in hand or have submitted to sacrifices to get rid of them. Prices of heavy weights have opened at low figures, and all are wrestling with the problem of placing their production and getting a new dollar for an old one. The shrinkages in values have caused some small failures, but not enough as yet to excite any alarm as to the stability of future conventions. The stock of wool appears to be nearly as large as it was reported on the first of January, and we are likely to enter on the new clip with a better supply of fleece than we have had in a number of years. This fact ought to, and no doubt will, have a tendency to repress speculation, and cause wool buyers to act with a wisdom and judgment for which they as a class are not notoriously celebrated. The whole clip cannot be bought up in the country within from two to four weeks of shearing time to the advantage of either farmer or buyer.

BRITISH WOOL TRADE

(U. S. Economist.)

London, March 25, 1881.

The first series of sales for the present year, which commenced on the 15th February, and which is the largest opening series on record, was brought to a close this day. The following quantities were catalogued:—

Table with 3 columns: Location, Dales, Available Bales. Includes New South Wales, Victoria, Tasmania, South Australia, West Australia, New Zealand, Cape.

In addition to this latter quantity about 17,000 bales Australian and 11,000 bales Cape were forwarded direct to the consumers.

The quantities withdrawn and not offered at the sales are estimated at:—

Table with 2 columns: Location, Bales. Includes Australasian, Cape.

Making a total for future sale of 33,000

The unsatisfactory state of manufacturing interests which had prevailed from the beginning of the year, gave rise to the expectation of a very serious fall in the value of the raw material, and the opening sales were accordingly attended by buyers from all sides. The result, however, of the first four or five auctions was, that a fall from previous rates, of not more than 5 to 10 per cent, was established, at which level, broadly speaking, the series has been brought to a close. Prices, however, suffered some further depression towards the beginning of this month, but which disappeared when the accounts from the home manufacturing districts were less unfavourable, and the biddings became more general. The bulk of the Australian produce consisted of ordinary to good medium merino wool in the greases, the latter description of which now stands at the opening rates, while the former enjoys a somewhat better position owing to the increased foreign competition for this description. The well known stocks of extra good quality which were offered met with rather languid competition and show, as compared with the prices current at the corresponding series of last year, a fall of 20 per cent, but in quoting this reduction the fact must not be lost sight of that with few exceptions these stocks of repeated fleeces are less regular in quality this year than is usually the case, added to which the superior class of goods for which they are used are at present out of favour. The extremely low rates for lamb's wool which were previously current showed no signs of improvement during the series under review. Crossed wool, of which the selection was limited, partially shared the fall on the merino descriptions at the commencement, and suffered a further decline towards the middle of the series; an improvement, however, subsequently manifested itself which brought the prices for the lower grades fully up to opening rates, and those for the finer qualities to slightly above that level. Cape wool, which at the commencement did not fully share the reduction on other descriptions, met with weaker competition after the first fortnight, when prices receded to the full extent of the fall on Australasian produce, hence the considerable withdrawal. The quantity bought for export is estimated at 155,000 bales, thus showing that the home trade is able to wait for a larger portion of its supplies until later in the year. The considerable purchases for foreign account may also partly be attributed to the fact that in no opening series of sales has there ever been such a large selection of wool suitable for the Continental markets. The next series of sales has been fixed to commence on the 10th May, when at least 300,000 bales will be available.

At Toronto on Thursday Judge MacKeznie made an order discharging Mr. Galbraith, of Galbraith, Christie & Co., from insolvency.

THE PACIFIC RAILWAY

(Montreal Gazette.)

The Pacific Railway Company, we are informed, have completed their arrangements in England, and the leading members of the Company will be back in Canada in a few days. Mr. McIntyre we understand, called last Thursday Messrs. Stephen and Angus will call on Thursday next. That the Company propose to earnestly enter upon their work may be inferred from the following circular which has been issued in England under the heading "Emigration to Manitoba and the Canadian North-West Territory, the future wheat field of America:—"

"The Canadian Pacific Railway Company, subsidised by the Dominion Government for the purpose of completing a continuous line of railway through British territory from the present Canadian system of railways to the Pacific Ocean, have a grant of twenty-five million acres of the best farming lands, situated between the Red River of the north and the Rocky Mountains, in what is known as the Fertile Belt of North America, and contiguous to the main line of the projected railway and its branches.

"The Company propose to complete and have in operation 250 miles of the railway west of Winnipeg by the close of the present year, and to carry it to the foot of the Rocky Mountains, 650 miles further, by the end of 1884. The work of construction will, during the next ten years, afford employment to a large force of men and boys.

"To encourage the rapid settlement of the country, the Canadian Pacific Railway Company will be prepared, until further notice, to sell its lands at the low price of \$2.50, or ten shillings sterling, an acre, payable in instalments, and will further make an allowance by way of rebate from this price, of \$1.25, or five shillings sterling, for every acre of said lands brought under cultivation within three to five years following the date of purchase, according to the nature and extent of the other improvements made thereon.

"Contracts at special rates will be made for lands required for cattle raising and other purposes not involving immediate cultivation.

"Intending settlers and their effects, on reaching the Company's railway, will be forwarded thence to their place of destination on very liberal terms."

This is the first official intimation we have had of the intentions of the Company in relation to their land policy, and we are quite sure that the decision which they have arrived at will be eminently satisfactory to the people of Canada. An comparison with the United States the price at which lands are offered should induce a very large immigration. The lowest price at which lands within the railway belt are sold by the Government of the United States is \$2.60 an acre, without any rebate to actual settlers; and the railway lands in the hands of companies are sold at a very much higher price. This principle of rebate to encourage actual settlement and cultivation was first adopted by the present owners of the St. Paul, Minneapolis & Manitoba Railway. They sell their lands at five dollars an acre, giving a rebate of one-half, so that their present resolution is a very decided inducement to settlers to go into the Canadian North-West in preference to Minnesota, inasmuch as the lands are sold to them at one-half the price. We are sure that the Company will be prepared to make contracts for lands required for cattle raising and other purposes, not involving immediate cultivation, on very reasonable terms. Altogether it is evident from this circular that the alarm which was felt in some quarters that the Company would hold their lands in order to obtain the advantage of a rise in price, as the result of the settlement of the Government lands, was entirely without warrant. The gentlemen who have entered into this contract with the Government are shrewd business men. They realize that an acre of land under cultivation, within their traffic reservoir, is a far more direct pecuniary advantage to them than an acre of land at almost any price that within reason could be looked for from it within the next fifteen or twenty years. They have adopted a reasonable policy, and we are quite certain that it will result in the very rapid settlement of the country.

The offices of the company in this country have been formally opened and taken possession of. Mr. Drinkwater, the secretary, is duly installed, and everything is in readiness for the active prosecution of the work of construction, as well as for the proper management of the railway itself. The first tariff of charges has been agreed upon, and has received the assent of the Governor-General-in-Council. We are in a position to say that it is a large reduction upon the trials which the Government have been charging up to this time, and we are satisfied that it will prove eminently satisfactory to the business community. The announcement which we were able to make the other day, of a very material reduction not only upon the Canadian Pacific Railway in the hands of the company, but also upon the St. Paul, Minneapolis and Manitoba Railway, managed by the same gentlemen, has, we have reason to believe, been received with the liveliest satisfaction by persons interested in the Manitoba trade. The official announcement of the transfer of the property to the new company appeared in the Canada Gazette of Saturday last. An inventory is now being made of the rolling stock and

other property of the Canadian Government, which will be taken over by the company, and by the twenty-fifth of this month the whole system will be in the hands of the Canadian Pacific Railway Company and from thenceforth will be operated by them. We congratulate the Government upon the prudence with which the business of transferring the railway to the company has been conducted, and we have no doubt whatever that the experience under its management will remove the last vestige of opposition to the policy of the Government, and will supply vindicate the wisdom and patriotism of that policy.

THE ENQUIMALT AND NANAIMO RAILWAY QUESTION.

We have before us a copy of the petition adopted by the Legislative Assembly of British Columbia to the Queen on the Enquimalt and Nanaimo Railway question, which it is intended Mr. De Cosmo shall lay before the Imperial Government. It contains sixteen clauses, which are substantially a review of the history of the scheme since its inception. The last clause reads as follows:

"That, under the circumstances herein and in the said Address set forth, Your Petitioners humbly pray— "That your Majesty will be graciously pleased to cause the Dominion Government to be moved to carry out their Railway obligations to the Province by providing for the immediate commencement and active prosecution of Railway work on the section of the Canadian Pacific Railway lying between Enquimalt and Nanaimo, and by constituting the portion of line between Port Moody and Yale; "That the Province be permitted to regulate and collect its own Tariff of Customs and Excise until through communication by railway be established through British territory with the Eastern provinces; "That in any event compensation be awarded by the Dominion to the Province for the losses incurred upon the latter by reason of the breach of agreements and delays herein referred to."

The Standard endorses the action of the Government and the Legislature, and considers the appointment of Mr. De Cosmo as the representative of the Province to lay the alleged grievance before the Imperial authorities timely and judicious. The Colonist, on the other hand, criticises the petition severely, remarking that "it is hopeless in tone, disingenuous, inaccurate, contradictory and obscure. It is a half cooked rehash of remnants. What was wanted was an honest, simple, unaffected statement, more particularly of our strong moral claim for Island railway construction. The language of the petition is mean, slipshod and ungrammatical." Concluding an article noticing some crocodile tears shed by our local contemporary some time ago over representations made by Mr. De Cosmo, the Colonist says:

"Our remedy lies at Ottawa, not at London. It is Canada that has engaged to build the railway, not Great Britain; and as Sir John Macdonald's Ministry have given the strongest possible proof of their intention to deal fairly with the province, we cannot but regard the last appeal to England as even a greater mistake than the first; because in the first instance we appealed against a government which was supposed to be composed of our enemies, and in the last instance we have appealed against a Government which is known to be composed of our friends. It may be in order for the Free Press to exult over the misfortune of a people who are certainly reduced into a position of inferiority by a new government; but there are hundreds of men on the Island who do not sympathize with either of the appeals and who suffer today from the consequences of both."

At a meeting held at New Westminster soon after the passing of the resolutions above referred to and the appointment of Mr. De Cosmo on an ambassadorial mission to England, the following resolution was passed:

"That this meeting deems such an appeal inappropriate and inadvisable at a time when the original agreement respecting railway construction, which is contained in the Treaty of the Union with Canada, is in course of actual fulfilment; that the chairman be and is hereby instructed to transmit a duly certified copy of the foregoing resolution to the member for this city, informing him of the same; that, under existing circumstances, it is the wish of this community that he should oppose any appeal to the Queen, in the name of British Columbia, on railway matters."

We do not anticipate that Mr. De Cosmo will make much out of his mission. The probabilities are he will be referred back to the Dominion Government. While the majority of the people of Canada are desirous that British Columbia should not suffer any injustice, they will not sympathize with extreme measures on the point of flesh principle.—Ottawa Citizen

The Grand Trunk Railway receipts for the week ending the 9th inst. were \$318,912, an increase of \$12,115. The aggregate increase for fifteen weeks was \$182,016.

Chas. Harper, a messenger employed by the American Express Company between Detroit and Saspowson Bridge, has mysteriously disappeared. It is believed he has committed suicide by drowning.

There being numerous complaints of the inefficiency of some stenographers in the courts in Montreal the qualified members are about to form themselves into an incorporated society, where all candidates for work will have to undergo an examination before they will be admitted into fellowship.

It will be well for packers of canned goods to use extra care in preparing goods for the French market. A new French law, taking effect August 1, 1881, provides that all imported canned goods must be of the best quality, and soldered with pure tin, none of which solder must appear inside the can. Goods not packed to conform with the above conditions will be liable to seizure by the authorities.

PACIFIC RAILWAY COMMISSION

The Commission met Wednesday at a quarter past eleven, when the examination of Mr. Bradford Fleming was resumed. In reply to questions by Mr. Justice Clarke, the witness said that contracts were not in all cases submitted to him. He was speaking in regard to the contracts for the telegraph line. It was his duty to see contracts carried out when made—not to make them. In cases where the terms of a contract were ambiguous it was his duty to explain them, and in this capacity he at times had had correspondence with contractors. With regard to the first contract with Sutton, Glass & Co. he did not remember having had any interviews or correspondence with them in regard to it. Mr. Fleming had on several occasions been called to the witness stand to discuss the subjects of contracts with tenders for the various sections of the line between Kingston and Edmonton having been tendered for separately. A contract for a portion of the line had been awarded to Fuller. He got a portion of it without being called on to tender for it. This was for reasons given in a report made by witness in September, 1874. Fuller was not willing to carry out the terms of his contract as at first made, that is as regards the whole line. As a general rule, this refusal would in the eyes of the Department render the whole contract void. In this special case it was considered advisable, in the interests of the country and for the sake of convenience, to give a portion of this section—No. 1—to Sutton, Glass & Co. The total amount of the two contracts for this section was \$224,100. In his opinion Fuller's tender was very low. He thought Fuller had come to the same conclusion later on, and was glad to be relieved of part of it. In some cases the Department did not deem it wise to give contractors more than a certain quantity of work, as they did not consider themselves able to carry the whole work out. Witness had never suggested giving this work to a tenderer other than the parties who took it. He could not say, without going back to his reports, which of the contracts turned out least satisfactory. He could not say that the object in giving the contracts on Section 1 in the way which had been done had been attained. None of its tenders were satisfactory as regards the maintenance of the line. The contract with Bernard, of Edmonton, was not carried fully out. The reasons for this would involve a long story, and he did not know that at this distance of time he could trust his memory as to the full details. In regard to this contract, it had been expected that the contractor would begin work from both the eastern and western terminals and work to a central point. This, however, the contractor did not believe he was bound to do, and proceeded to work from one end only. He began work from the British Columbia end. He stopped work because he required him to do so. At the time he stopped there was about \$3000 worth of work done. This was chiefly in the region of Oaene Creek, between Oaene Creek and Kamloops. The object in selecting the route in this section was to tap and connect with the telegraphic system then existing in British Columbia. Bernard, to whom this contract had been awarded, was not the lowest tenderer. His tender was more than double that of the lowest tenderer. Witness thought some of the tenders were far too low to be reliable. He had advised the acceptance of Bernard's tender because he believed that that person had the requisite capital, skill and energy to carry the contract out. The reasons for the stoppage of the work, which was an order of the department, were embodied in a report made by him in 1870. Although in a general way it was expected that the construction should be carried on from both ends of the line, it was not considered imperative that it should be begun in any particular spot. It being 1 o'clock, the Commission rose to meet again at 2.30.

Atnoon Sitting.

After recess the examination of Mr. Fleming was resumed:—The section of the line from Fort William to Selkirk was 410 miles. There were several tenders for it. In regard to the maintenance of it, it was to be \$24 per mile, without profit; \$13 per mile with profit. That is to say, to maintain it and operate it for five years the contractors were willing to take \$13 per annum per mile, provided they get the earnings of the line, otherwise they demanded double that sum. The tenders of Wadell and Smith for the five years would amount to \$239,523. That of Sutton and Thirkell, which was without maintenance, would be \$314,990. That of Nitton, Thompson & Co., \$343,450. He did not know if this amount included the maintenance of the line or not. Witness considered the tender of Sutton and Thirkell the best one. The mode of receiving tenders by the department was easily explained. Tenders were called for by the secretary of the department, and as received by him were put away unopened until the time for receiving them had fully expired. Then they were examined by witness in presence of the secretary and generally two other officers of the department. On examination it was the duty of the witness to report on the nature of a tender. He did not consider it a part of his duty to write to contractors. When a tender was accepted the tenderer was usually notified by Mr. Brown, who was the official mouthpiece of the department. With regard to contracts, except in the manner stated, he (the witness) never interfered, except under special instruction from the Minister of Public Works. He could not say from memory what the reasons were for passing over the tender of Thirkell and Sutton and awarding the contract to Sutton and Thompson. He did not know of any conversations having taken place between himself and the contractors. He thought it would be as well if Mr. T. P. Hurry, who was present, was examined on that point. Mr. T. P. Hurry being sworn, said that he was not aware of any conversations such as were related to having taken place. Mr. Fleming resumed:—Section No. 5 was not let by public competition. There

is no memorandum about it by me in 1871. When it was decided to lay a temporary track to St. Boniface, it was estimated that would cost about \$100,000. Its actual cost was \$100,000. The authority under which the contractor executed this work was not given by me. I was in England at the time. I was greatly surprised to find later on that the expenditure had been so greatly in excess of my estimate. I cannot be sure from memory at what day the first was notified to me. He considered the price paid for the work on the take-off ditches was light. It was higher than would have been paid had the work been let by public competition. The price was the same as had been paid on another section of the road, but there the work was more difficult of execution. Witness had returned to Ottawa in September, 1874. The money had then been expended, and the work had been done. I am perfectly certain that the work was not done under any authority from me. I think it was on the 10th of July that I drew attention to the facts to which I have alluded. I mean the fact of the great cost. There is nothing more that I remember which I wish to mention in regard to this section. Mr. Smith being called and sworn said he had taken part in the correspondence which had gone on in regard to the rate of charges on section 5. He knew of the letter referred to by Mr. Fleming. He did not remember that any answer had been sent to it. The cause of the increased cost was due to various circumstances, among others the greater amount of work to be done than was specified at the first. When the witness noticed the figures charged he referred the matter to the Engineer-in-Chief Mr. Marcot Smith. That gentleman decided to allow the rates charged by the contractor, as he contended that the Order-in-Council under which the work was being done justified it. He (witness) had reduced the rates for the construction of the take-off ditches, but was directed to return to the old and higher rate. He did not know that there was anything further that he thought it was necessary for him to say about the matter.

The examination of Mr. Fleming was again resumed. He stated that previous to making a report in March, 1876, concerning the purchase of steel rails, he had verbal communication with the Minister in regard to the question. In August, 1874, he had stated to the head of the department, that rails could be had at a very low figure. If his memory did not serve him for details, he had a general recollection that he had had conversations with the Minister on the subject. These conversations were to the effect that rails were then to be purchased at very low rates, and that very favorable purchases could be made. He advised a purchase of such a quantity as should be deemed advisable. In consequence of this, tenders were called for and large quantities purchased. He prepared a memorandum in 1876 for Pacific, which was then sitting, because the subject was then under discussion in the House. He thought it was made at the desire of the Minister. The information as to prices was derived from Mr. Sarnborn, who was in England as Inspector of rails, also other parties. One of these was not employed by the Canadian Government. The various engineering papers also gave the prices current. He had such papers at his house. He had no doubt that the letters received from these gentlemen were still in the office. He did not think he advised the purchase of any particular quantity. Was sure he did not. That was decided by the Minister. At the time of his conversation with the Minister it was not known how large or small the quantity was that would be required. He decided to advise a purchase of rails because the price was low. He took into consideration the time at which he supposed they might be wanted. He considered the transaction in every way a very good one. The details of his reasons he could not give at this date. The subject had been banished from his mind for years. At the outset he did not settle on any particular quantity. He did not decide on the quantity. He said to Mr. Mackenzie that too many could not be purchased at that price. His impression then was that rails had reached a bottom price, having fallen from £18 to £10 per ton and they had remained so for six months. In addition to the purchase of 40,000 tons it was decided to make the most favorable arrangements for their transportation to British Columbia. The Commission adjourned at 5 p.m.

LORD BEACONSFIELD.

Today we published an outline of the political career of the illustrious British statesman who has just passed away from the activities of life, whose death is the principal topic of conversation throughout the civilized world to day. From various sources we gather the following reminiscences, which will prove particularly interesting at the present time:—

FIRST APPEARANCE IN PARLIAMENT.

In Heard's concluding portion of Disraeli's first speech in the House of Commons, delivered on the 17th of December, 1837, on Irish election petitions, is thus reported:—"Nothing was so easy as to laugh. He wished before he sat down to show the House clearly their position. When they remembered that in spite of the support of the honorable and learned member for Dublin (O'Connell) and his well-disciplined band of patriots, there was a little shyness displayed by former supporters of Her Majesty's Government—when they recollected the 'new loves' and the 'old loves' in which so much of passion, of recrimination was mixed up between the noble Tityrus of the Treasury Bench and the learned Daphne of Llangard (loud laughter), notwithstanding the sentiment he had resented, as he had always expected, in the *emeric inorganic* (renewed laughter)—notwithstanding that a political duel had been fought in which more than one shot was inter-

changed, but in which recourse was had to the secure arbitrament of blink cartridges (laughter)—notwithstanding emancipated Ireland and the noble lord might have been in the hands of the keys of St. Peter, and in the other—the shouts that followed drowned the conclusion of the sentence. "Let them be the philosophical prejudices of man. He would certainly dash down a cheer, even though it came from the lips of a political opponent. He was not at all surprised at the reception which he had experienced. He had been several times so treated, and he had not succeeded at last. He would sit down now, but the time would come when they would hear him." That time did come. But alas! the year of the orator is now for ever hushed.

WEDDING MEET AT PHIBS.

When Mr. Disraeli presented himself for election at High Wycombe, in 1832, he was an experienced debater—similar to that of many men who subsequently rose to eminence in the State. Speaking against him at Taunton, in 1832, O'Connell attacked him with great severity. The words used on the occasion will be referred to further on. The result was a challenge from Mr. Disraeli to Mr. Morgan O'Connell, son of the great Daniel, inviting him to perform "the vicarious duty of yielding satisfaction to the insults your father has so long lavished with impunity on his political opponents." The younger O'Connell declined the challenge, whereupon Mr. Disraeli wrote to his father: "With regard to your taunts as to my want of success in my election contests, permit me to remind you that I had nothing to appeal to but the good sense of the people. No stultifying skeletons carved for me. We shall meet at Philippi." And they did meet on the floor of the House of Commons.

A STATESMAN.

In his speech on the address, in reply to the speech from the Throne, on the 22nd of January, 1846, Mr. Disraeli said:—"My conception of a great statesman is of one who represents a great idea, an idea which may lead him to power, an idea which may lead him to identify himself, an idea which he may develop, an idea which he may add can impress on the mind and conscience of a nation."

A SOPHISTICAL RHETORICIAN.

We repeat the following reference, published in THE CITIZEN some time ago, to Mr. Gladstone at a banquet given in honor of Lord Beaconsfield and Halliburton, at Kildarebridge, on their return from the Berlin Conference on the Eastern Question, which they attended as representatives of the British Government. Said Lord Beaconsfield: "That (the word 'insane,' used by Mr. Gladstone in reference to the policy of the Government) is a strong epithet, but I do not pretend to be as competent a judge of insanity as the right honorable gentleman who used it. I will not say to the right honorable gentleman what I had occasion to say in the House of Lords this year, *Naviget Anticyram*; but I would put this issue to an intelligent English jury—Which do you believe most likely to enter into an insane convention, a body of English gentlemen, honored by the favour of their Sovereign and the confidence of their fellow-subjects, managing your affairs for five years, I hope with prudence and not altogether without success, or a sophistical rhetorician, inebriated with the exuberance of his own verbosity, and gifted with an egotistical imagination that can at all times command an interminable and inconsistent series of arguments to nullify his opponents and glorify himself?"

OF THE PEOPLE.

Mr. Roebuck, in a speech delivered in May, 1846, on the Corn Importation Bill, having taunted Mr. Disraeli with changing his political opinions, the latter replied: "I do not wish to avail myself of any special pleading, nor even to say that, when a very young man, I entertained opinions different from those which I now entertain. I can't say that. I am not in a condition to have had hereditary opinions carved out for me, and all my opinions, therefore, have been the result of reading and of thought. I never was a follower of either of the two great aristocratic parties in this country. My sympathies and feelings have always been with the people, from whom I spring; and when obliged, as a member of the House, to join a party, I joined with that party with which I believed the people sympathized."

THE CHURCH.

In May, 1871, Mr. Mill having introduced a motion favouring the application of the policy of disestablishment of the Church of England and Church of Scotland, Mr. Disraeli, while admitting that in view of the disestablishment of the Irish branch of the United Church of England and Ireland was logical, said:—"Fortunately, the country is not governed by logic. It is governed by rhetoric and not by logic, or otherwise it would have been eradicated long ago from the list of leading communalities. No form of religion represents more fully the national sentiment than the Established Church. For my own part, I have always believed that, originally, the English were a religious people. We had partially educated them, and we are now going to educate them completely; and when they are educated, they will not fly to the conventicle; they will appreciate a learned clergy; a reformed ritual, and the consolation of the beautiful offices of the Church."

THE CONSERVATIVE PARTY.

In an address before the National Union of Conservative and Constitutional Associations, at the Crystal Palace, Sydenham, in June, 1877, Mr. Disraeli said of the Conservative Party:—"It was a great mistake that those who were statesmen like Mr. Pitt and Lord Minto should have so conducted affairs that they built up their policy on the most contracted basis. The Tory party, unless it is a national party, is nothing. It is not a confederacy of nobles, it is not a democratic multitude, it is a party formed from all the numerous classes of the realm—classes alike and equal before the law, but whose different conditions and differences give vigour and variety to our national life."

LAST SPEECH IN THE HOUSE OF COMMONS.

On the 11th of August, 1876, the day before his elevation to the peerage, Mr. Disraeli spoke on the condition of affairs in the East. Among his latest words were:—"What our duty is at this critical moment is to maintain the Empire of England. Nor will we agree to any step, though it may obtain for a moment comparative quiet and a false prosperity, that hazards the existence of the empire."

DISRAELI AND O'CONNELL.

In the budding days of Disraeli's political career he was the political and personal friend of Daniel O'Connell; but they soon became the most inveterate enemies. When Disraeli ran for Taunton, in 1835, in the Tory interest, he made an abusive attack on O'Connell, whom he denounced as "an incendiary," "a traitor," and "a liar in action and word. In a public speech O'Connell resented the attack in the following words:—"There is a habit of underrating that great and oppressed nation, the Jews. They are cruelly oppressed by people calling themselves Christians. I have the happiness to be acquainted with some Jewish families in London, and among them more accomplished ladies, or more humane, cordial, high-minded or better educated gentlemen I have never met. It is not to be supposed, then, that when I speak of Disraeli as a Jew I mean to insult him on that account. They were once the chosen people of God. There were miscreants among them also, and it certainly must have been from one of these that Mr. Disraeli descended. He possesses just the qualities of the impudent thief on the cross, whose name, I verily believe, must have been Disraeli. For aught I know, the present Disraeli is descended from him, and with the impression that he is, I now forgive the self-avowed of the impudent thief, who died *in vultu crucis*." In a letter in the Times Mr. Disraeli said, in reply to O'Connell:—"No threatening skeletons canvassed for me; a death's-head and crossbones was not blazoned on my banners. My pecuniary resources, too, were limited. I am not one of those public buggars that we see swarming with their obtrusive boxes in the chapels of your creed; nor am I in possession of a princely revenue, arising from a starving set of fanatical slaves."

EMERGED VOLCANOES.

In a speech delivered in Lincolnshire in 1872, Mr. Disraeli said of the then Ministry:—"As time advances it is not difficult to perceive that extravagance is being substituted for energy by the Government. The unnatural stimulus is subsiding. Their proverbs end in prostration. Some take refuge in melancholy, and their eminent chief alternates between a menace and a sigh. As I sat opposite the Treasury bench, the Ministers reminded me of those marine landscapes not very unusual on the coast of South America. You behold a crest of exhausted volcanoes. Not a flame flicker on a single pallid crest. But the situation is still dangerous. There are occasional earthquakes, and ever and anon the dark rumbling of the sea."

MINISTERS ON THE STUMP.

During the debate on the address in the early days of the session of 1872, Mr. Disraeli thus referred to speeches delivered by Ministers during the recess:—"Although a considerable interval has elapsed since we all had the honor of seeing you (the speaker) in your chair, yet the time appears to have passed over us so rapidly as not to have excited that softening influence, or to have drawn that comparative oblivion over our controversies, which, in my opinion, is so highly salutary and beneficial. I attribute this in a great degree to the new system adopted by Her Majesty's Ministers of vindicating their characters and their policy among the recess. We really have had no time to forget anything. Her Majesty's Ministers may be said during the last six months to have lived in a blaze of apology. (Cheers and laughter.) I must protest against this new system, which does not permit us to return to our labours with renovated physical powers and energies, or with our mental qualities and faculties refreshed, as we used to do in the old days. I think that for a ministerial vindication there is no place more fit than the floor of this House; and as for Ministerial explanations, they are of so marvellous a nature that even here they are difficult always to apprehend, but as they were given in the recess I confess I found them incomprehensible."

REMARKS NOT SUBMITTED.

In a debate in 1874 on a Home Rule Bill for Ireland made by the late Dr. Isaac Butt, Mr. Disraeli said:—"There is nothing to me more extraordinary than the determination of the Irish people to

proclaim to the world that they are a subjugated people. I have always been surprised that a people gifted with so much genius, so much sentiment, such winning qualities, should be—I am sure they will pardon my saying it—my remark is an abstract and not a personal one—should be so deficient in self-respect. I deny that the Irish are conquered; they are proud of it. I deny that they have any ground for that pride. England has been subjugated quite as much, but never boasted of it. The Normans conquered Ireland, but it was not they that conquered England. Cromwell conquered Ireland, but it was not they that conquered England, but it was after he had conquered England."

NEW FABLED THEORIES.

In an address delivered at Oxford on a certain occasion, Mr. Disraeli said:—"I hold that the highest function of science is the interpretation of nature, and the interpretation of the higher nature is the highest science. What is the highest nature? Man is the highest nature. But I must say that when I compare the interpretations of the highest nature, with the most advanced, the most fashionable and modern school of modern science—when I compare that with older teachings with which we are familiar—I am not prepared to say that the lecture room is more scientific than the Church. What is the question which is now placed before society with the highest assurance which to me is the most astounding? That question is this—Is man an ape or an angel? I am on the side of the angels. I repudiate with indignation and abhorrence these new-fangled theories."

"CAUGHT BATHING."

The subject of opening letters at the Post Office occupied the attention of the House of Commons in 1845. Referring to the action of Sir Robert Peel at the time, Mr. Disraeli said:—"I know there are some who think he is looking out for new allies. I never believed anything of the kind. The position of the right honorable gentleman is clear and precise. I do not believe he is looking for any coalition, although many of my constituents do. The right honorable gentleman has only to remain exactly where he is. The right honorable gentleman caught the Whigs bathing and walked away with their clothes. He has left them in the full enjoyment of their liberal position, and he is himself a strict conservator of their garments."

EARLY ASPIRATIONS.

Torrey, in his "Memoirs of Melbourne," says:—"Young Disraeli was not long returned from his travels in the East, with traits of which he had interested Mrs. Norton on the occasion of their first acquaintance. He had just then been defeated in an attempt to get into Parliament for the borough of Wycombe, where he attributed his failure to the want of support by the Whigs. Mrs. Norton presented him after dinner to the Home Secretary, who had the power, she said, of relieving the disappointment if he chose; and whose frank and open manner led to a long conversation, in which Mr. Disraeli mentioned the circumstances of his late disappointment, dwelling on each particular with the emphasis which every young man of ambition since Parliament was invented is sure to lay upon the broken promises and scandalous behaviour of his victorious foe. The Minister was attracted more and more as he listened to the uncomely language and spirit of the youthful politician, and thought to himself he would be well worth serving. Abruptly, but with a certain tone of kindness which took away any air of assumption, he said, 'Well now, tell me,—what do you want to be?' The quiet gravity of the reply fairly took him aback.—'I want to be Prime Minister.' Melbourne gave a long sigh and then said very seriously, 'No chance of that in our time. It is all arranged and settled. Nobody but Lord Grey could perhaps have carried the Reform Bill; but he is an old man, and when he gives up he will certainly be succeeded by one who has every requisite for the position, in the prime of life and fame, of old blood, high rank, great fortune and greater ability. Once in power there is nothing to prevent him holding office as long as Sir Robert Walpole. Nobody can compete with Stanley. I heard him the other night in the Commons, when the party were all divided and breaking away from their ranks, recall them by the mere force of superior will and eloquence; he rose like a young eagle above them all and kept hovering over their heads till they were reduced to abject submission. There is nothing like him. If you are going into politics and mean to stick to it I advise you will do very well, for you have ability and enterprise; and it you are careful how you steer, no doubt you will get into some port at last. But you must get all these foolish notions out of your head. They won't do at all. Stanley will be the next Prime Minister you will see. How long would have started had their sybil-like instincts unfolded them and told in prophetic dream the fate in store for each; for the one, that before many months, and for the other that after the lapse of five and thirty years, that he should be Prime Minister of England.' Mr. Torrey also mentions that in later years, when Lord Melbourne listened to the telling onslaughts by his early acquaintance on Peel he recalled his strange talk at Storey's Gate and exclaimed, 'By Jove, I believe he'll do it after all.'"

A THOUGHT BY THE BORG OF ANGELS.

In a speech delivered in the House of Lords in February 1877 on the Eastern Question, the Duke of Argyll, father of

...and a stomach of... Lord Bacon... the noble earl will not...

...the noble earl will not... the noble earl will not... the noble earl will not...

MRS. BERTHA HEYMAN.

(Montreal Gazette) Mrs. Bertha Heyman, the notorious... her residence at different times were...

...her house was gorgeous... the noble earl will not... the noble earl will not...

...the noble earl will not... the noble earl will not... the noble earl will not...

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NEWS ITEMS.

The Rev. William Morley Pusey, the... the noble earl will not... the noble earl will not...

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...the noble earl will not... the noble earl will not... the noble earl will not...

GIVE YOUR SONS A TRADE

A despatch from Ottawa conveys the... the noble earl will not... the noble earl will not...

IN AN INSECT'S PLACE.

What a horrible place must this world... the noble earl will not... the noble earl will not...

LOCOMOTION BY COMPRESSED AIR.

The Philadelphia North American... the noble earl will not... the noble earl will not...

The ancient temples of Egypt are... the noble earl will not... the noble earl will not...

COUGHLIN'S
PATENT FROST AND FIRE PROOF
IRON FENCE POST
 (PATENTED IN THE UNITED STATES AND CANADA)
THE GREATEST INVENTION OF THE AGE.



For Barbed or other Wire Fences the
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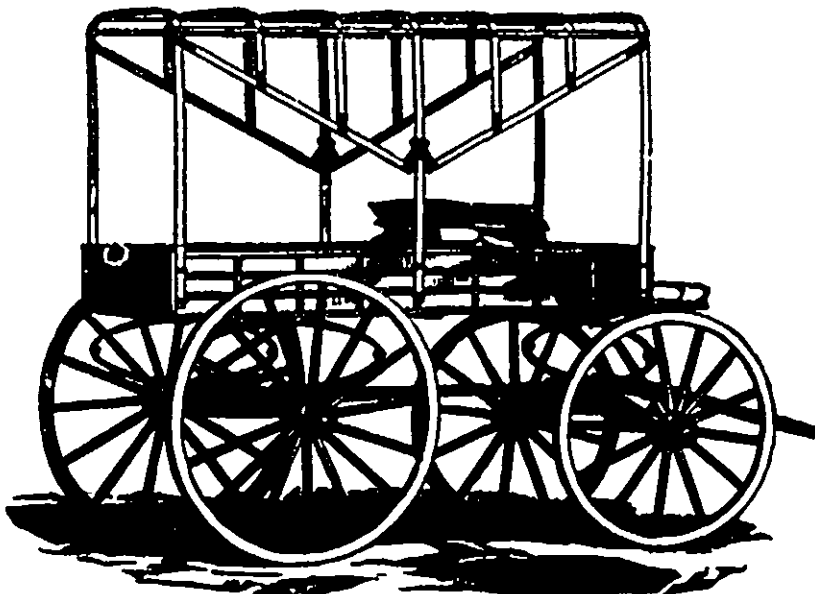
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TENDERS, addressed to the Postmaster
 General, will be received at Ottawa
 until noon, on FRIDAY, 20th MAY, 1891, for
 the conveyance of Her Majesty's Mails, on a
 proposed contract for four years, six times
 per week each way, between Billings' Bridge
 and Ottawa, from the 1st July next.
 Conveyance to be made on foot or other
 wise, via the most travelled road.
 The mails to leave Ottawa daily (Sunday
 excepted) at 11 O'clock, and to arrive at
 Billings' Bridge at 11 45 a.m.
 To leave Billings' Bridge at 12.15, noon
 and to arrive at Ottawa at 1 40 p.m.
 Printed notices containing further infor-
 mation as to conditions of proposed contract
 may be seen, and blank forms of tender may
 be obtained, at the Post Office of Billings'
 Bridge, Ottawa, and at the office of the sub-
 scriber
T. P. PRITCH,
 P. O. Inspector.
 Post Office Inspector's Office,
 Ottawa, April 17th, 1891.