

INDUSTRIAL WORLD

AND NATIONAL ECONOMIST.

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

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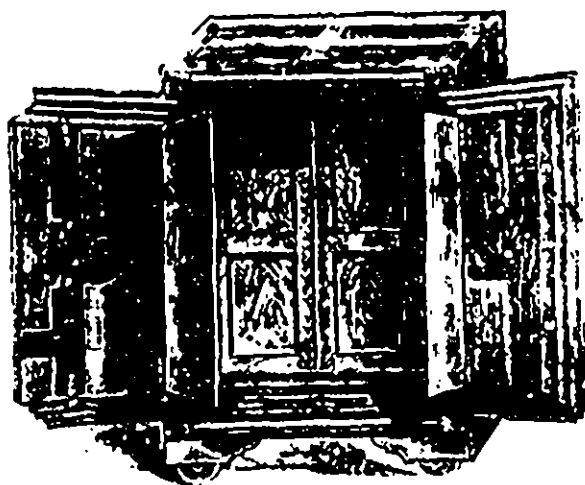
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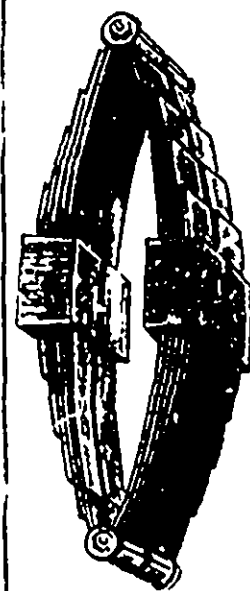
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NORTH WEST DEVELOPMENTS.

The settlement of the North-West is making satisfactory progress. From this fact we learn from many quarters. A correspondent writes to the Windsor Free Press, pointing out the wonderful advancement that has been made during each of the last three years. Having come out as far as Poplar City recently he says that three years ago there was scarcely any settlement west of that place. Now, however, he points out, or a distance of thirty-five miles west there is an almost vacant land ready to be had, and the class who have settled in that section of the country are generally well to do. We cannot do better than quote from the correspondent: "There are a great many English and Scotch settlers in that part, all of whom came into the country with plenty of the material to start farming in a very comfortable way. In the course of my first day's travel, I called on a friend of mine, a Scotch settler, who had arrived here with his family last fall, but who had previously to that came out to this country from Scotland, located his homestead, and returned home the same winter, and immediately set about to prepare for taking his departure with his family from 'Auld Scotia' for the 'anation North-West, and now he is comfortably settled on his farm, just three miles east of Oak River, on section 13, township 14, range 21 west. We took a walk around his farm. He was very particular in showing me everything that he had accumulated since his arrival. Mr. Stewart has to show for his few months labour in this country probably as much as any other settler in the North-West. He has thirty acres of a crop, fourteen acres of oats, twelve of wheat, and the remainder in barley, all of which was coming on finely, and showing good signs of a very large yield. In addition to what land he has under crop, there is in the same field forty acres of 'braking,' all this he will have 'backed' and ready for the seed as soon as the snow is off in the spring. Mr. S. has also twelve head of cattle, three horses, five pigs, a good stock of poultry, and one wild turkey. He has a large frame house built regardless of expense, stables and sheds built in a square from 50 feet by 90 feet, sixty tons of hay in the stack, a well of good water under his kitchen—which is a plain evidence that Mr. Stewart considers comfort as necessary as money. His farm, I believe, is, in appearance, one of the prettiest in this whole country; it is laid out, as it were, in three ridges, sloping beautifully from top to valley, with a large ravine flowing through the centre, furnishing a never failing supply of water, and pasture for many head of cattle the summer through." The rest of the correspondent's long letter is replete with similar information, illustrative of the progress of the settlement of the country. If Mr. L. B. COCHRAN, of Truth, and the other society journal assailants of Canada generally and the North-West in particular, could see the country for themselves and learn the exact state of affairs from practical observation they might be induced to see the folly of endeavouring to create prejudice in the minds of intending agricultural emigrants. The testimony of those who have left the "old country," and have made their home in the far-off North-West will at any time far outweigh the misrepresentations—possibly paid for misrepresentations—of Truth and the World; and it is gratifying to know that such testimony can be had in abundance. For many years the Western States have had almost a monopoly in England in the matter of being represented as a desirable country for the British agriculturist with a little capital who may not be satisfied with his condition at home. Now, however, a change has set in. Canada has acquired one of the most magnificent and fertile territories in the world, and general attention is being directed to it. The British press, we are pleased to note, is advocating the claims of the colonies as against those of foreign countries, and are pointing out the desirability of British emigrants going to British colonies rather than to a foreign country to become subjects of an alien flag. We do not believe in the policy of giving exaggerated accounts of the resources and fertility of the country. The truth in the case of Canada's great North-West is sufficient; and it is only by generally disseminated desirable results may be anticipated. While the repre-

sentations of visitors are valuable, and the circulation of information by agents of the Government cannot fail to do good service, no testimony, after all, is so conclusive and acceptable as that of men who have come from the Mother Country and now settled on the land. If they are satisfied with the change, if they do not find the climate too rigorous, if they have demonstrated that the soil is remarkably productive, no more eloquent and powerful testimony can be obtained, and such testimony should be widely circulated. There is every reason to believe that with the rapid progress of Pacific Railway construction and the sale of lands, the influx of population into the North-West during the ten years will be up to the highest expectations of the most sanguine believers of the great future in store for that important portion of the Dominion.

PRODUCTS OF MANITOBA.

The annual report of the Minister of Agriculture for the Province of Manitoba for the year 1880, furnishes some valuable information regarding the productive qualities of that Province. The average yield of wheat per acre from 1877 to 1880, inclusive, was as follows:

Table showing average yield of wheat per acre from 1877 to 1880, inclusive, for Manitoba and comparison with other states like Minnesota, Wisconsin, Pennsylvania, Massachusetts, Ohio, and Illinois.

The following is a comparative statement of the barley production of our North-West and that of some of the American States —

Table comparing Canadian North-West average yield of barley with Minnesota, Iowa, and Ohio.

In regard to peas the report says that the general complaint of farmers in Manitoba is, that the soil is so rich that the vines grow too rank, and are, therefore, not productive. The average yield during the four years named was 32, 34, 32, and 33 bushels per acre. Little rye has been grown in the Province, but products show that it can be grown to advantage. The average yield per acre was, in 1877, thirty bushels; in 1878, thirty bushels; in 1879, forty bushels, and in 1880, forty bushels. The yield of potatoes varied very much, according to the report points out, to the nature of the cultivation, the ground in which the seed was planted and the date on which it was put in the ground. The average yield per acre was: 1877, 304 bushels; 1878, 308 bushels; 1879, 302 bushels; 1880, 318 bushels. In order to show the yield in particular localities we make a few notes from the report, the figures representing the number of bushels per acre —

Table showing yield of potatoes in various localities like High Bluff, Wilminton, Macton, Portage la Prairie, Nelsonville, and High Bluff for the years 1877, 1878, 1879, and 1880.

It having been frequently stated that corn could not be raised successfully in the Province, the reports of a number of farmers are furnished to disprove the statement. Mr. G. V. FITZGERALD, Ridgeville, writes "I have raised corn in the garden, successfully." Mr. F. T. BRADLEY, Emerson: "The hardy varieties of corn do well." Mr. J. D. STEWART, Cork Creek: "I have raised a small quantity of corn, which has succeeded." Mr. J. J. VONN, Headingly: "Corn grows very well." Mr. ANDREW NELSON, Stonewall: "I have raised good garden corn. It ripened wonderfully." Mr. JAMES DAVENPORT, High Bluff: "I have raised some corn this year, which looks well." Testimonies are furnished to prove that hay, of a superior quality, can be raised all over the Province. The following analysis of the soil of Manitoba, by Dr. MACADAM, Lecturer on

Chemistry in the University of Edinburgh, is furnished —

Table showing chemical analysis of soil with components like Moisture, Organic matter, Silica, etc.

The soil is reported to be very rich in organic matter, and contains the full amount of the fertilizing matter found in all soils of a good farming quality.

In regard to the health of the Province, out of 117 statements received from farmers not one was adverse. Respecting the effect of winter weather upon cattle the experience of resident farmers disposes of the erroneous statements that have been published. We select a few from many testimonies. Mr. HAYWOOD SWAIN, of Morris, says: "Cattle do not suffer more than in other parts of Canada." Mr. GEORGE CADMAN, of High Bluff: "The winter is not severe on animals." Mr. JAMES STEWART, Meadow Lea: "Cattle thrive well in winter." Mr. JAMES AIRN, Stonewall: "Animals do well in winter." Mr. R. E. MURPHY, Cook's Creek: "If animals are properly cared for they do not suffer from cold." Mr. SIMON BALLANTYNE, West Lynne: "Although last winter was exceptionally cold, stock wintered well."

The contents of the report should be widely circulated. The information supplied is valuable, and if generally disseminated at home and abroad would do much towards removing the mistaken impressions which have been formed in regard to the country, while those who have endeavoured to make out that the productive qualities of the North-Western States of the Union are superior to those of Manitoba and the Canadian North-West will find their representations disproved.

THE REVENUE.

The following is a comparative statement of revenue received by the Finance Department from 1st July to 30th September during the years 1880 and 1881 —

Table comparing revenue received by the Finance Department for 1880 and 1881, categorized by Customs, Excise, and Other sources.

INSPECTION OF HULLS.

Under a law at present in force, a law that is, we are glad to say, strictly carried out, the boilers of all steamboats on our inland waters are examined from time to time. No steamer is allowed to engage in traffic without a certificate from the examining officer, certifying as to the soundness of the boiler and machinery. This is an excellent and proper arrangement so far as it goes; but it does not go far enough. Why insist on an inspection of the boiler and machinery and neglect the hull which holds them? What would be the use of the best steam engines that were ever made when placed in a rotten bottom that might fall to pieces before the first puff of wind? Our great lakes and rivers are not pools and creeks. Those who sail thereon have to face all the dangers of the ocean, and it is therefore the duty of those in authority to protect the travelling public in every possible way. This has been a sad year on our lakes and rivers, as many know to their grief. We have all had occasion to mourn over a personal or a general calamity, and in nearly every instance, as we now know, the calamity might have been averted by the exercise of care and caution. If we inspect the boilers of steamers, why not inspect the hulls? Why should not the Government appoint capable and experienced men to examine the body of every vessel on our lakes and rivers? None should be allowed to sail without a certificate as to her soundness. So far as it goes the law is good, but it should go further.

Human life is too precious to be risked in the execution of things that are now on our water. We have about us the widows and orphans of those who went out on our lakes and never came back. They went down in rotten ships. This can, in a measure, be prevented. Let the hulls of all ships be inspected by competent men. It is well to look after the boiler, but let us look after the hulls at the same time.

EDITORIAL COMMENTS.

It is estimated that the production of beet root sugar in Europe this year will be, by countries, as follows — Germany, 570,000 to 600,000 tons; Austria, 475,000 tons; France, 37,000 tons; Russia, 225,000 tons; Belgium and Holland, 50,000 tons.

It is announced that a sum of over \$20,000,000 is now lying in the United States Treasury waiting for the holders of just day and called bonds to ask for it. On this amount it is represented about \$10,000,000 is for matured bonds, on which interest ceased at various dates from before January 1st, 1877, to July 1st, 1881. The other \$10,000,000 is for called bonds on which interest will cease October 31st, but which, with interest to October 31st, will be paid on presentation.

The constitutional situation in the United States at present is unique. It is thus stated by a prominent journal: —

"Mr. Arthur having become President of the United States, the office of Vice-President and President of the Senate becomes vacant. To-day there is no Vice-President and no President of the Senate. The Senate ought to have chosen a President pro tem. at its special session last spring, but it neglected the duty. The situation, therefore, is peculiar, and in a certain contingency would be most unfortunate. If President Arthur should die there would be no one to take his place. The President of the Senate is the officer indicated to succeed him as acting Executive, but there is no President of the Senate. The Speaker of the House is the next in succession, but there is also no Speaker of the House, because the new House of Representatives chosen last fall has never met and organized. Congress does not meet in regular session till the first Monday in December, seventy-four days hence. In the event of President Arthur's death in this state of things, therefore, the Government would be without a head — no President, no Vice-President, no President of the Senate, no Speaker of the House, no organized Congress. What would follow we do not care to conjecture."

The French Government having consented to the further prolongation of the commercial treaty between England and France for three months from the 8th of November, general satisfaction is expressed in England, and the hope is entertained that the new negotiations may result in the framing of a new treaty which will be acceptable to both countries. A correspondent of the London Standard, writing from Paris on the subject, says: — "Contrary to its first interpretation of the law, the French Cabinet has agreed to the demand made by England with regard to the prolongation for three months of the treaty expiring on the 8th of November next. On the other hand, the British Government has accepted the principle of the substitution of specific for ad valorem duties, which it originally regarded as disastrous for English commerce. As regards cotton and iron, it has consented to an average duty, provided, however, that it does not entail for inferior qualities the payment of higher duties than those specified in the present treaty. This concession has not been made by the English Cabinet without any compensation. With regard to wool, it has obtained an exception to its concession. Concerning specific duties, England has also demanded and obtained the same exception in favour of cutlery and hardware."

A report on the products of the French Celluloid Company has been drawn up by M. Vincent. The author states that celluloid must be preserved from any great elevation of temperature, even for a short time, in order to avoid the conditions which may produce very serious accidents, and, with a further view of insuring safety, he says that only limited quantities of it ought to be stored up. He found that cold mineral acids have but a very slight effect on it, but that hot nitric and sulphuric acid destroy it very quickly. A mixture of alcohol and ether will rapidly destroy it, even in the cold. The nitro-cellulose, which is the basis of celluloid, tested, it is added, is prepared from cigarette paper.

PHILADELPHIA.

Philadelphia Improvement... Aroused Commercial Spirit... Latest Market Quotations.

Philadelphia, Pa., Oct. 4th. — The commercial battle wages hotly. The business authorities are not beating the drums as loudly or as frequently as they have done in the past, but as in the old days, the light is now for position for the best judges and soundest heads. The tunneling of the St. Lawrence, the proposed construction of a through line from this water to the lakes, the proposed construction of United States roads, the proposed construction of elevator capacity, all indicate that the trunk lines in the sea will have to do more than they are doing to retain their percentage of sea-bound traffic. The railroad war is now largely from Lake and Mississippi traffic. Garrett, of the Baltimore & Annapolis, wants to know of Vanderbilt who \$1,000,000 of dividends must be given in a useless effort. The answer to the question shows to the satisfaction of the weakness of the railroad problem. The B. & O. millan holder in further business. They still prefer a contract at \$24 and be sure of supply than to defer negotiations until next spring with the risk of obtaining supplies at \$25. I. A. King upon a report that during the week past projected roads were submitted, in Philadelphia up to two hundred. Reference to the railway paper gives a general idea of the enormous requirements. If Illinois keep on as they are, rails will go to \$25. Instead of falling, as they ought, and eventually will, to \$20, or even \$15. The eleven companies do not care to sell any further ahead. They have left such small capacity which to meet transient business. The world's rail capacity cannot make rail fast enough to meet the wants of buyers if all roads projected are to be prosecuted.

At no time was it more necessary than at present that the governmental affairs should be properly administered. Capital has more at stake. Lack of wisdom in those who know little else than politics might precipitate conditions which would destroy confidence and jeopardize the safety of investments. Business interests demand permanency. Political changes do no good, except to remedy supposed wrongs. Twenty years ago it was safe to let politicians have pretty much control. It is not so now. Business interests must control the acts and policy of the Government, and keep politicians where they belong. Congress can do nothing without consulting the banking interests. The manufacturing interests are combining in order that they can exert similar influence on Congress and use their united power to the work of raising free trade movements. There is too much of politics in Government and too little of business. More attention will be given to this matter. The Government of Great Britain is administered for the advancement, largely, of the commercial and industrial interests. The Government of this republic is administered for the benefit of office holders and class interests.

The trunk lines are doing an enormous business. The Pennsylvania R.R. cannot handle all the freight, and shippers are blocked for miles at times. Cars are scarce, and shippers are unfortunate. Building operations are actively prosecuted. Two hundred and eighty-five new buildings were started during September. Labour of every sort is sought and wages are quietly advancing. Combinations of labourers are being formed in a great many branches.

A new underground telegraph wire is being laid through Market street, and the city will soon be possessed of vastly increased and greatly improved telegraphic facilities. A new electric light company has been organized here known as the Max Im Electric Light and Power Company with a capital of \$1,000,000. Some of the hoaviest money financially, in the city are in it, and they have possession of several valuable patents. The wire will run under the streets.

Another grand enterprise is an elevated railway system to cover the city at a cost of several million dollars. Much hostility has been worked up against the horse car system because of its late and the political ring behind it. The public is ready for the road, and all the steel has been taken.

The Pennsylvania R.R. elevated road will be running to the centre of the city by January 1st. Shipping interests are flourishing. Several new vessels have been launched — a 400 ton iron steamer for Great Britain is one of the last. The yards are crowded.

Bank loans declare a million and quarter over last week. The drain on currency to the interior is met by government purchases. A feeling of uncertainty crops up which cannot be defused. Short crops have reduced exports. The inflow of gold has been partially arrested. The enormous investments of capital will be time to tell. The enhanced cost of raw materials has made strikes probable if demands for higher wages are not crushed. If cost of production is unduly enhanced, heavy importations will be the result. A boom, especially in iron,

of the disastrous... point beyond which... British capacity... and if exportation... possible a portion of this...

Foreign rails were ordered for... delivery at \$21, among which... one for 8,000 and one for...

EXHIBITIONS AND FAIRS

Halifax, N.S., 20th.—The rush of... to the city has ceased. The... exhibition has closed, and to-morrow...

Halifax, Sept. 20th, 1881.—“Dear Sir.—We the undersigned... exhibitors feel that the success which...

The address was signed by about 300... exhibitors. At conclusion of the reading...

Belleville, 20th.—The agricultural... show held here yesterday and to-day...

Port Hope, 20th.—The agricultural... show was held here yesterday and to-day...

farm stock was very good, but the root... and grain exhibit was less than in previous years...

Belleville, 20th.—The annual show of the... West Hastings Agricultural Society and the Belleville Horticultural Society...

St. Thomas, 20th.—Though the weather... was cold and unpropitious, the Southern Counties fair grounds were full of activity...

Stratroy, 20th.—The fall show of the... West Middlesex Agricultural Society opened here to-day...

Welland, Ont., 20th.—The annual exhibition... of the Welland County Agricultural Society opened to-day...

Guelpb, 20th.—The Central Exhibition... opened here to-day. The number of visitors was small...

Walkerton, 20th.—The Northern Fair... opened here to-day with a good attendance of visitors and exhibitors...

Winnipeg, 20th.—The Provincial Exhibition... opened to-day with about 1,500 entries. The weather is promising...

London, Ont., 20th.—The Horticultural... show held here to-day was a decided success, beating any local show in this vicinity...

Wallaenburg, Ont., 20th.—The fourth... annual exhibition of the Chatham, Dover and Simcoe Agricultural Society...

Barrie, 20th.—The West Simcoe Agricultural... Society held its annual exhibition in the drill shed and in two park grounds...

Godwin, Ont., 20th.—The West Huron... Fall Show opened here to-day and will be continued to-morrow...

Quebec, 20th.—The annual exhibition of... the Agricultural Society of the County of Quebec was held at L'Annonce Lorette...

Belleville, Ont., 20th.—The Agricultural... Show opened this afternoon, but the attendance was small owing to the extreme cold weather...

St. Thomas, Ont., 20th.—On this... second day of the Southern Counties Fair, the weather was cold and the wind penetrating...

Hamilton, Ont., 20th.—The attendance... at the fair to-day was very good. The air was clear and bracing in fact...

Atlanta, Ga., 20th.—The Cotton Exposition... opened to-day. Thousands were present.

OTTAWA EXPORTS

Table with 2 columns: Item, Value. Includes Saw lumber, Box shooks, Lumber, etc.

MOVEMENTS OF THE FISHERY FLEETS

The receipts of cured codfish from the... Maine fishing ports have commenced, five cargoes of 2,500 lbs. having come to hand since our last issue...

Table with 4 columns: Grounds, Cod, Halibut, Mackerel. Lists various fishing grounds and their catches.

For the corresponding week of last year there were 99 arrivals, with 2,215,000 lbs of codfish...

TELEGRAPHIC MATTERS

The following items of telegraphic news appeared in the Montreal Witness—THE NEW COMPANY.

Two large tents have been erected in... Hochelaga and a company of about fifty men are at work around them.

THE LATE AMBASSADOR

There is a new phase in the telegraph... case. It will be remembered that Mr. John Low, by his counsel, Messrs. Naclaren & Leef, entered an action to have the amalgamation of the companies set aside...

MANITOBA THE WONDERFUL—THE MAGIC CITY OF WINNIPEG.

Call it Manitubah and be correct. This... Winnipeg, the capital, at the junction is of the Assiniboine and Red River of the North. I think it is the St. Louis of the North from the fact that it collects at its wharves the navigation of the Red River of the North, 200 miles; Assiniboine, 200 miles; the Saskatchewan, 1,000 miles, and of Lake Manitoba, 300 miles. It is the commercial centre of a great fertile basin, extending from the north end of Lake Manitoba to the source of the Red River on the south; from the Lakes of the Woods on the east to 1,000 miles west of Winnipeg. From Fort Fergus Falls, Minnesota, on the Red River of the North, to Lake Manitoba there is a level stretch of land about 100 miles wide, and so very flat that it is aptly described as being “able to find a race track on every section in it.” As far as the eye can see on either side of the track are grass and grain; no trees to speak of, and here and there little huts of the settlers alone, and far out on the great plain the wheat looks only fair, but much better than that of southern Minnesota. The soil is of that rich, heavy, sticky nature that is found at the bottom of lately dried up pools. This soil is underlain at a depth of about one to three feet by a white clay, not very fertile.

Winnipeg is booming. It is now a city... of 14,000 inhabitants, and there are 500 to 1,000 houses in process of erection. Real estate is booming. Fortunes are being made, it is said, daily. The railroad is bringing in great crowds of tourists seeking from Canada and the old country. The people are living in tents. It is a mechanic's paradise. The weather is warm, no degree in the shade and I believe the breeze from the south to-day should be called a “St. Louis wave.” Winnipeg has navigation companies, gas, street car and water companies, and Main street contains about one-tenth of retail stores, mixed in with village hotels, all of first class. There is a great vacancy. But real estate is the great business. There are two or three auctions daily. Everybody is buying and selling lots Main street property bringing as much as \$500 to \$600 per front foot. Everybody is dabbling—laborers, farmers, hired girls, bankers and tramps. The lands of Manitoba are being taken

by actual small farmer settlers, who are raising the finest crops of wheat in the world, ranging from thirty to forty bushels to the acre. One turn out fifty to sixty bushels, potatoes, 350 to 400 bushels to the acre. These farmers, of course, are making money, and look to Winnipeg for their supplies, for the tariff shuts the United States traders out of Winnipeg, has railroads leading from it in three directions, and before another year will be increased to at least six. It is no trouble to build railroads in Manitoba. It is as flat as the sea. Architecturally speaking the city is doing poorly, most of the houses are plain, ordinary looking frame buildings. There are about twenty fine brick buildings, notably the buildings of the Hudson Bay Company, which are mostly of St. Louis pressed brick. This city is an example of the help of railroads, its taxable wealth doubled in one year after the railroad came. It has gained 8,000 inhabitants in one year and from present looks this St. Louis of the North looks as if it might on run the great St. Louis of the South.—Correspondent St. Louis Republican.

HOLLOWAY'S MUNICIPALITY

Who is he that has not heard of Holloway's pills and ointment? By the sale of his wares, the success of which was brought about by judicious advertising in every language in which newspapers are printed, Mr. Holloway has accumulated a large fortune. He is a philanthropist, and already has given away immense sums for charitable purposes. His latest expenditures have been connected with the establishment of a college and sanatorium in the vicinity of London. The former institution has been built in memory of Mr. Holloway's late wife, and is intended for the higher education of women. Exclusive of fifty girls the college has already cost £250,000. It will accommodate 350 students, and each student will have two rooms to herself. In the constitution of the college it is provided that no professor will be required to submit to any test concerning his or her religious opinion. The founder declares that, having witnessed the hand of God in all things, it is his earnest desire that the religious teaching of the college should be such as to impress most forcibly on the mind of each student her individual responsibility and her duty to God. Students will have the right to attend the services of the Church of England, or any other of our denomination which their parents or guardians may desire. The discipline of the college is to be that of an orderly Christian household, with a daily simple service the reading of a portion of Scripture, and a form of prayer approved by the Government. The same motto is for the success of persons of the noblest classes, but also with mental distress. It is stated that in selecting this object Mr. Holloway has been guided by the consideration that rich people are unfortunately liable to suffer from cerebral disease, need no monetary assistance, and the poor in a similar mental condition are already cared for in public asylums. But broadly, the scope of the Holloway sanatorium includes the doctor, lawyer, artist, clerk, or any professional brother, whose work cannot, like an ordinary business, be carried on by deputy, and whose income ceases absolutely when he is unable to work. The building has cost £250,000, and an additional sum of £50,000 has been given by way of endowment. Mr. Holloway is putting his wealth to good purposes.—Citizen

The tobacco crop in northern Connecticut is nearly harvested, and though it was feared that the yield would be small, the recent drought has put the plants in prime condition.

Drying potatoes is a Rochester industry. The potatoes are sliced, put into a steam box for a few minutes to keep the starch in, and then dried. When desired for use they are soaked before cooking.

There are at least symptoms of improvement in the English pig iron trade. The finished iron trade has long been active, as our readers are aware, and the activity has been increasing. In the steel branches more particularly this activity has been marked. Indeed, as we lately stated, makers of steel rails are so completely occupied that they are unable to supply even so small a quantity as a thousand tons before the Canadian navigation is closed. In conformity with this we read from Sheffield: “Some further very good orders for steel rails have been secured by local firms, and one house is mentioned that is provided with orders several months ahead. The tone of the finished iron market continues to improve, and consumers are ordering more freely at current quotations. Increasing activity prevails among makers of cast steel, and some houses have had to increase their output to supply most pressing orders.” Again it is reported from Birmingham that the export trade is very active. France has taken 50 per cent more than last year, and continues a good customer. The United States, Canada, the Spanish West Indies, Brazil, Spain, and the Cape are likewise doing an increasing business. Steel makers at Barrow are said to have orders fully to employ them to the end of the year; and on the Tyne the shipbuilding yards are fully employed. But hitherto pig iron has been very flat. At last, however, pie iron seems to be feeling the improvement.—St. Louis Globe.

SPRIT OF THE COMMERCIAL AND INDUSTRIAL PRESS.

THE WELLAND CANAL ENLARGEMENT

(Montreal Herald, Sept. 21) A work ago today the enlarged Welland Canal was opened for navigation without pomp or ceremony. We believe that all the contemplated improvements have not yet been completed; but, as far as they have gone, they are still useful for letting vessels of the largest class used on Lake Erie pass into Ontario and on to the West. A few years ago this improvement would have attracted a great deal more of attention; and it would, no doubt, have been of far more consequence to the commerce of the continent than it is to-day. Nevertheless, it is a great step in advance, and, as between American and Canadian waterways, ought to give us great additional advantages over the Clinton's wonder working ditch, to which New York owes so much of her prosperity. It is possible, indeed, that there are vague expectations which were not likely to be realized, even if the problem of transport from the West had remained as it was fourteen or fifteen years ago. Of course there is not, and has not for a long time been anything to prevent a respectable sized vessel, quite large enough for safety on the ocean, to pass from Chicago to any European or other Atlantic port. This trip has been made more than once; but in spite of the boasting of those concerned, there has not been such repetitions of the voyage as would seem to indicate that it had really been profitable. Nor will it be rendered more so by the opening of the enlarged Welland, because, though that will create an enormous navigation, fit for all but the very largest ships of modern build, and extending from the heads of Lakes Michigan and Superior to the foot of Ontario at Kingston, it does nothing for the distance between Kingston and Montreal. Nor is it likely that such can be done; for though, no doubt, various obstacles to free navigation between these points may be and will be removed, it seems practically impossible to procure a much greater available depth of water. The difficulty is this, that between Kingston and Montreal you not only have to canalize, in order to get over the old portages, and to remove bars, boulders, etc., from particular places, you have to excavate the bottom all along except where you find an accidental hole. There seems then to be every prospect that notwithstanding the vast expanse of inland waters and the thousands of miles of coast which will be made available without breaking bulk to very large vessels, Kingston must be the eastern limit of their voyages. That this is so from geographical causes is probably of less importance than it would have been had not mechanical reasons brought us to the same conclusions; but it seems doubtful whether, even if very large sailing ships—it may be different with steamers—could pass through the St. Lawrence canal it would pay so to pass them. The business of the great lakes requires an equipment so much more expensive than that which is wanted for a river and canal large that the interest and wear and tear on the costly rig would go far to pay the expense of the transfer, especially if it be true, as we have heard, that the condition of grain is much improved by being turned over once in the voyage. Be all this as it may, it is evident that the opening of the enlarged Welland must be regarded by the best judges as an epoch of great importance in the history of the Western grain trade. Various opinions have been put forward by our American competitors as to its effect on the future of that business. Some writers have given Canadians credit for a wise enterprise in pushing the enlargement of the canal, and while they admit the gain it gives us in the rivalry they have expressed nothing but good feeling and friendship. Others appear to think the continent made exclusively for Yankees, and write in an ill natured spirit, half sneer, and half scorn, as if we committed treason in endeavouring to turn our own position to the best account, while others again gratify their readers by demonstrating that the enlargement is and must be a failure. Whatever view they take, however, the vivacity of the discussion proves that none of them regard the event with indifference. But there is a view of the affair other than that obtained by a comparison of the Welland and Erie canal routes, which may not be so satisfactory as that one to us as Canadians. It is probable that we are about to have an enormous addition to the exportable volume of American breadstuffs supplied by our own North-Western territories. So far as this is to be water borne, it will first touch water on Lake Superior, and will hardly be carried round from thence by Chicago, either by ship or rail. It will, we may fairly expect, come by our own routes, whether by ship or car, and the tendency to do so, especially by ship, will be largely intensified by the improvement on the Welland, especially so long as there is no railway connection between Thunder Bay and Lake St. Clair. But it seems to us that the true problem as to the effect of the enlarged Welland upon the trade of the country is to be found, not in any question between the Welland and Erie, but in that between the vessel and railway. The employment of steel for rails, instead of iron, has quite changed the condition of the carrying trade, and it may be that unless something can be done to reduce the balance the rail will carry the bulk of merchandise which has to be moved to market. The most zealous friend to progress would probably not see without regret such a change as would render our vast water ways useless for the purposes of commerce. But the world does not stand still for the sake of sentimentalities, and it is in this direction, we confess, that we look with the most apprehension for a revolution which may eventually render useless our enormous investments in canals and other river improvements.

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A LAND OF PROMISE.

(The Shareholder)

It is singular that a people so intelligent and practical as Canadians were so slow in recognizing the incalculable value and importance of their possessions in the North-West. Their conduct presents a strong contrast to the action of the Americans, who pushed their settlements into the Western States at a comparatively early period in the history of that country, and long before any railways were constructed there. It is true the Americans had no Hudson Bay Company to place obstructions to their settlement, as was the case formerly in Manitoba and the North-West. Happily this great drawback to the filling up of our territory has been removed, and instead of being an enemy to Anglo-Saxon settlement the Hudson Bay Company is now entering into a keen competition with the Canadian Pacific Railway and the Government to draw settlers to the country. From the marked progress the company has made under the direction of Mr. C. J. Brydges, its able and experienced land commissioner, they have no reason to fear their powerful rivals. By the sale of \$300,000 worth of land last year, and probably more this year, it is evident that competition is doing more good than harm. It is true they will have to meet a keener opposition from the great railway company in the future than they have met from the Government in the past, but it is evident from the zeal and energy Mr. Brydges is displaying that he is resolved to keep ahead—if he can. Since he was appointed to his present very responsible position, Mr. Brydges has left nothing undone to make himself personally acquainted with the vast territories in which the company he represents is so largely interested. This summer, as in former years, he has made an extensive tour through the finest and most promising portions of the "fertile belt." We were greatly impressed lately in reading the report of his trip, as given to that useful modern institution, a newspaper interviewer. It is from such practical and intelligent observers as Mr. Brydges only that a clear view can be obtained of the value of the magnificent Canadian territory that has recently been opened up to settlement. After describing the wonderful fertility of our new possessions and the ease with which this land can be cultivated, Mr. Brydges summarizes his valuable observations in the following pertinent manner:—Having been over a large portion of this country—the North-West—I am satisfied that the district bounded on the east by the Red River, as far north as Lake Winnipeg, on the west by the 102nd degree of longitude, and on the north by a line drawn from the foot of Lake Winnipeg to strike the 102nd degree of longitude, contains an enormous quantity of excellent land, the great bulk of which is capable of cultivation. In that area of country, and especially the southern part of it, there is already, a very large amount of grain being produced, and I can have no doubt that any railway lines which penetrate into that country will not only be of enormous advantage to the settlement and growth of the country, but will be profitable to those who find the money to build them. I have come back with a very vivid and strong impression of the value of the country which I have passed over. It has far exceeded any expectations that I had been able to form." Upon every part of his route Mr. Brydges remarks that he saw "extensive fields of magnificent wheat." All this is valuable testimony coming from a man so well known and respected in Canada as Mr. Brydges, who would not even be suspected by his enemies, if he had any, of exaggeration for any purpose whatever. But these are not the opinions of Mr. Brydges alone, but of every intelligent individual who has visited the North-West. After returning lately from a trip in that country, and traversing a considerable portion of the same territory Mr. Brydges had been over, the Hon. Peter Mitchell corroborates, in the Toronto Mail, the statements regarding the fertility of the country and the bountifulness of the crops as described by the land commissioner of the Hudson Bay Company. Heretofore, the greatest drawback to the settlement of the North-West has been undoubtedly the want of means to transport the produce of the land to market. It is to the credit of Sir John Macdonald's Government that they have always laboured with undaunted perseverance and against strong opposition to remove this obstacle, and now that the Canadian Pacific Railway Company has the matter in hand and is carrying out the work with such extraordinary rapidity there will be little complaint on that score in the future. Not only is the Company building the main line to the Pacific with astounding progress, but it is also simultaneously constructing branch lines to open up the country in all directions, so as to leave no quit without railway communication. There is not a single

portion of the vast territory in the North-West that will not in another year have the iron horse running through it. Such progress in railway construction as is now making in the North-West is without parallel, even on this continent, where such marvellous achievements in that direction are recorded. For the information of those who may be contemplating their future in the North-West, we may state that many years ago, before the railway settlement was thought of in that section of the Dominion, the writer travelled the length of the territory from Manitoba to the Rocky Mountains. In his progress he examined it carefully and obtained no inappreciable knowledge regarding its capabilities for settlement from Hudson Bay employees who had spent their lives in it. Since that time everyone who has gone over the country and published his observations has more than confirmed the favourable views we entertained regarding it, and gave expression to in the press nearly twenty years ago. Since our visit to the North-West we have travelled extensively over the United States, from the Atlantic to the Pacific, and we can safely say there is no part of the Union, east or west, in an agricultural point of view, at all comparable to the great valley of the Saskatchewan, extending over a thousand miles, and the other parts of the territory lying contiguous to it. We have only a word to say regarding the climate, and that is, it is claimed to be, and we believe it is, the healthiest in the world. Scotchmen, who spent half a century in the territory in the Hudson Bay Company's employment, and whom we met in all sections, from Emerson to the Rocky Mountains, assured us that it was extremely healthy. Unlike the great agricultural states, the south-west and west of Texas, Kansas, Iowa, Illinois, and others, malarial and other epidemic diseases are unknown in it. True, the winters are cold, but never so cold as to prevent outdoor work, and it is a fact that all the freighting and travelling of the Hudson Bay Company in former days were done in the coldest winter months. It is also well known that Indians live to a very old age throughout the territory. We have ourselves seen aborigines who were represented to be on the verge of one hundred years old. This surely establishes the healthiness of the country. We have only to say, in conclusion, that the crop statistics collected and published in the Herald this week, show how wonderfully productive the land in the North-West is. These returns far more than bear out all the favourable representations which have heretofore appeared in the press of the Dominion regarding our Land of Promise.

THE ARCHITECTURE AND SURROUNDINGS OF MANUFACTORIES

(Chicago Industrial World)

Manufacturing institutions should be built with especial reference to their cheerful internal and external appearance as well as to their pleasant surroundings. When it is remembered that the shop or factory is practically the home of the operatives, the importance of this suggestion must become apparent. Some build factories or works with the sole view of providing a shelter for their workmen or a place where work may be turned out, thinking little and caring less about the comfort or happiness of the men whom they intend to employ therein. It need not be said that such manufacturers are not likely to obtain the best results from the expenditure of their money for wages, and that they are not likely to obtain and keep the best of workmen. To ignore the taste, the comfort or the happiness of the workmen when erecting a building in which he is expected to spend the greater portion of his days, is, to say the least, a short sighted policy; for other things being equal the workman would naturally go where he found the best accommodations, and the happiest surroundings. This is not a mere speculative theory, as some might suppose. Men do not lose their taste, nor their enjoyment of pleasant associations or surroundings merely because they are engaged in some of the industrial employments. While a man might perform his duties in a dark, dingy, uncomfortable place, it does not signify that he would do so longer than he was obliged to. Possibly he might do his best work under such adverse circumstances, but he would be a very conscientious workman if he did. There is nothing in an airy, bright, cheerful workshop that not only creates an air of contentment, but inspires the labourer to do his best work. This is no new idea. Our best workshops are planned and made with a view to the comfort and happiness of the workmen, as well as the convenience and facility for turning out the work. On into many of our New England manufacturing towns, enter the shops, view the grounds, and note the liberal expenditure for beautifying them, and making them, homelike, and one cannot but be impressed with the thought that a life amid such scenes is far more agreeable than to be housed in some cold, forbidding, barn like structure, whose only redeeming feature is that it contains room for the business to which it is devoted. Institutions in particular where skilled labour is employed, should be made as attractive as possible, because this kind of labour is hard to get and hard to keep, and manufacturers are fortunate indeed when they can secure it for a long period. Skilled workmen are very national about where they work,

and are exceedingly restless, if required to work amid gloom and surroundings that are unwholesome. In earlier days our western manufacturers learned that it was a doubtful matter to get skilled operatives to come out here and still more doubtful thing to induce them to stay after they were here. That was in the days when our manufacturing institutions were in their infancy, and were not the inviting, cheerful places that many of our best works now are. To make a workshop a pleasant, cheerful, homelike place does not necessitate an exceedingly large expenditure. A factory may be elaborately furnished and yet not possess the desired qualities of cheerfulness. Where the nature of the business admits the rooms should be high and well lighted. If painted, they should be bright in colour, rather than dark, unless the business requires that they should be otherwise. The arrangement of the machinery and the work should be such as to give the workman the best light and the most convenient means of performing his duties. A little care of the yards in front of a shop, a little patch of flowers here, a winding walk well gravelled there, and a handsome fountain kept playing in the day time, might not entail much expense and yet the sight of these during the spring, summer and autumn months would be of incalculable value to the men who are engaged at work in the shops. Men tenaciously cling to their positions in shops like these. Life is pleasant to them, and they are content to spend their days there. They are willing to build their homes and rear their families in towns where such works are located, and they are ambitious to do their best in order to keep their position, and to stay among such congenial scenes. The builder of factories and shops, then, who selfishly or parsimoniously neglects to make his works attractive and inviting is pursuing a poor policy. True, he may save a few dollars in the first cost of his building, but he will lose in the long run, by the restlessness of his employees, their dissatisfaction and his inability to get them to perform their best labour. There, doubtless, are exceptional cases where from the very nature of the work the plainest and simplest structures are all that are required, and yet even here much can be done to improve the appearance, and at the same time facilitate the operations of the business.

Aside from any tender considerations for the workmen, we believe it can be demonstrated that it pays to construct manufacturing on the principle herein suggested. Improvements of the nature here spoken of are permanent; they increase the value of the works, and become a part of the freehold, and in case of sale or exchange, count for their full worth. Besides, the owner of such works cannot fail to take a justifiable pride in their construction, and especially when he realizes that the benefits of his expenditure will be shared in by himself, the public and his employees.

FREE TRADE

(Chicago Industrial World)

The New York Free Trade Club has begun the publication of a periodical appeal called The Free Trade Bulletin. At the head of the first column stands this motto and this question: "Free speech, free press, free men! Why not free trade?" Because what has come to be styled in the discussions of the day, and in the demands of the anti-protectionists, as "free trade," is the instrument, not of freedom, but of slavery. The adjective "free" does not necessarily dignify, improve, ennoble, purify, or sanctify anything to which it can be applied. Good men and women reprobate the general use of liquor on election days as a vicious and corrupting device for influencing voters; yet the intoxicant so used is styled "free liquor." We may, therefore, repeat the Bulletin's appeal, with the following variation: Free speech, free press, free men! Why not free liquor? We answer, as before, because it is the instrument of slavery, not of freedom. Again, indiscriminate love, or love of one man for many women and of many women for one man would debauch society; yet this sort of love is advocated by a class of persons who call it "free love." Once more we may vary the Bulletin's appeal thus: Free speech, free press, free men! Why not free love? Because it is the instrument, not of freedom, but of slavery. Trade is not made really free by chaining to it the epithet free. Free Trade no more embellishes or establishes freedom than a pure fraud embellishes and establishes purity. Free men under Free Trade between nations are put in bondage, losing their freedom by becoming the slaves of trade. If trade is made literally free by coupling the two words, why is there so much talk in England about "one-sided free trade" and "fair free trade"? Whatever is truly and properly free cannot be one-sided, and must be fair; yet these descriptions are employed to designate that very system of Free Trade which we are asked to copy, and which we are told is so beneficial in itself that England cannot afford to surrender it, even although it should be rejected by all other countries. It is a very shallow and unsound use of logic to base an argument in favour of a doctrine upon the ambiguity of a word in its different connections. The Bulletin's appeal is only one of those carefully phrased propositions—one of those fallacious and non-sequiturs—which are

continually used by men of high intellect and disingenuous persons upon the thinking as first class truth. These subtle, pungent, sparkling assumptions, making war for the truth, the name of the right, which are so dangerously impressive such arguments as are unconsciously to independent thought. This incidental statement—this broad history of cause and effect—appears to be in accordance with the Man-hater school of political economists. Thus, some years ago, Free Trader, then the organ of the New York Free Trade League, for a time flattered beneath its title this motto taken from a speech by Cobden: "Free Trade is the International Law of the Almighty." For its sponsors discovered that they had only an empty form of words in place of expressing any intelligible thought, and so took down their sign in a spirit of disgust over its rhetorical bombast. The new form of words is quite empty, inconsequential and pointless as the old.

Out of Free Trade—British Free Trade is claimed to come a great benefit in the shape of cheapness to consumers. But this very cheapness is obtained the frightful and indefensible, a grinding labour of its reward, a grinding the faces of the poor. It goes into the workshops and dwellings of the tolling millions in Free Trade England—of the spinners, weavers, tailors, shoemakers, batters, pot-puddlers, locksmiths, printers, hatters and so on to the end of the list—where learn that they are scantily paid, meagrely fed, miserably sheltered, water-wretched, and almost hopeless. The privation, misery and dejection constitute the price given for the low cheapness. To secure it, multitudes of industrious men, women and even children are driven through the doors of poverty and suffering into premature graves. Do you see that cheapness? Throughs of degraded labour are hurled into its texture. Look at those wretched halls. They were forged by a sickly old girl at wages of blue pennies per day. Examine that silk offered at a bargain. Every yard of it contains a store of want and sorrow. A squallid home represented in those cheap stockings and a brutalized life tells the low price of those imported shoes. What groans and lamentations would arise from a this Free Trade cheapness, could we speak; what tears flow from it, could we weep; what miseries envelop it as with a pall, could it manifest its monstrous elements; what foul dejection make hideous, could its hidden reality be brought into view. Monstrous evil, gigantic wrongs, greedy oppression, a degraded labour are among the plights which support this wretched system of cheapness. Helpless, undendared, de-trodden, degraded, plundered toll tax foundation stone. It is permeated through with a spirit of injustice, benefits the consumer by robbing the labourer. It impoverishes one multitude in order that another multitude may be able to save money. It takes reward, heart, hope, and self respect from one class that another class may thrive. To claim that such a system is in any sense allied with freedom, or even can be drafted into the service of freedom, may be made in any way tributary to the cause of freedom, is a libel on truth, a mockery of reason, and an affront to common sense. Trade corrupted by such false principles is alien to every thing which we esteem as meritorious liberty in the word "free." That epithet, as an adjunct, and a descriptive of free trade, is mendacious, insulting and repulsive, being forced into a mongrel connection by which the genuine meaning is prostituted, while the system of trade is neither dignified nor acquitted. Its unnatural association, "free" is the white sheep that rubs against the black pot, "trade," and gets smirched.

When vast issues are at stake, the cannot be too much care in the use of language. John C. Calhoun built up the whole superstructure of the doctrine of the right of peaceable secession, from which sprang our civil conflict, upon the fundamental but erroneous proposition that the organic law of the Union is a constitutional compact among sovereign parties, without any common judge, each having an equal right to judge for itself as well of the infraction as of the mode and measure of redress. The keystones of this dangerous proposition was the word "compact." That memorable discussion between Webster and Calhoun, in the Senate of the United States, on the nature of our form of Government, turned on the question whether or not the constitution was compact. If not, then the claimed right of secession had not even a shadow stand upon. We have to watch familiarly adroit formulas of phraseology creep in to strangle Protection, and a dignity needs particularly to be feared since it is seldom found in the truth.

The Sandwich fish hatchery is undergoing extensive repairs for the fall. Some 200 glass jars are taking the place of the ones formerly used, into which the eggs will be placed next month. A local potentate on the west coast Africa, styled King Ja Ja, wishing to visit the trade of the Qua Qua title in his market, sent an expedition against the people who opposed his views. After a short and sanguinary war he secured his prisoners, killed their best men and had their skulls utilized in the ornamentation of his palace.

TORONTO PRICES CURRENT.

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

Table of current prices for Oils, Paints, Wool, Hides and Skins, Leather, Produce, and Provisions.

Table of current prices for Boots and Shoes, Salt, Liquors, and various other goods.

WEEKLY REVIEW. During the past week there has been great activity among all our wholesale houses. The dry goods trade has been especially busy...

NOTICE TO CONTRACTORS. SEALED TENDERS, addressed to the undersigned and endorsed 'Tender for Public Works' will be received until THURSDAY, the 25th day of OCTOBER next...

RAILWAY MATTERS.

THE NORTH-WEST ROOM

Interviews with Sir A. T. Galt and Mr. Northcote, M.P.

Montreal, September 29.—Mr. George Galt, the president and Mr. Northcote, M.P., director of the Canadian Pacific Railway Company, returned to the city to-day from their trip to the North-West. The Montreal correspondent had a few minutes' conversation with Mr. Northcote this afternoon, and he expressed himself as highly pleased with our new territory, which he has just visited for the first time. After a brief stay in Winnipeg, he went to Brandon, to which place the railway is now running. They were amazed to see so many houses and stores erected in that place, and with the general progress towards making a city—here there was not a single dwelling in June last. The country all along the route is fast filling up with settlers, and the prospects for traffic on the railway are exceedingly cheering. The crops everywhere throughout the territory are reported to be remarkably fine.

RAILWAY CONSTRUCTION.

Both on the main line and branches, is being rapidly pushed forward. The only drawback to greater progress arises from the absence of sufficient labourers, although the company is paying two dollars and a quarter per day for ordinary hands. The north-western branch from Winnipeg, it is expected, will be finished to the junction with the St. Paul, Minneapolis and Manitoba Railway this season. Next year the company looks forward confidently to building between two and six hundred additional miles of the main line, besides extending their branches. Several English gentlemen are now examining the North-West, some with a view to promote colonization on a large scale, and others to buy land to settle their sons or friends on. Mr. Stavely Hill, M.P. for Staffordshire, a large capitalist, may be included in the former, and Mr. Rankin, M.P. for Leicestershire, and Mr. Loacock Webb, Q.C., in the latter category.

DOWN ON LAND SPECULATORS.

The railway company is taking every possible safeguard to prevent the land being taken up by speculators, and they retain the power in their deeds of sale to set aside hereafter all transfers where the party buying has not complied with the regulations respecting settlement and cultivation, especially the latter. This is the settled policy of the company, and it will be strictly carried out in all cases. Mr. Northcote has obtained a good knowledge of the North-West, is delighted with its fertility, and speaks of its adaptability for settlement in terms of high praise. Every exertion will be made in the United Kingdom through co-operation with the Government emigration agents and otherwise to induce

A STEADY STREAM OF EMIGRATION

hereafter. He thinks, however, the best emigration agents will be the successful farmers who are settled on the prairie lands, and who will let their good fortune be known by letters to their friends at home. Mr. Northcote will leave for England next week via New York, where he and Mrs. Northcote will pay a round of brief visits to friends before their departure for home.

SIR ALEXANDER GALT'S VIEWS.

Sir Alexander Galt returned from the North-West a few days ago, but has been visiting Carleton Place, Ottawa and Quebec in succession since his arrival, and he was not accessible here until to-day, when the Montreal correspondent solicited his opinion regarding the new country he had visited. Sir Alexander was very busy, and had very little time to spare even for a conversation so important a subject, and I therefore refrained from plying him with many questions, which no doubt would have elicited interesting information for the readers of the Mail. In general terms the Canadian High Commissioner to England said that what he had seen of the North-West gave him a far higher opinion of its adaptability in every respect for settlement than he had ever been led to form from the glowing accounts he had previously read or heard about it. He had travelled 260 miles north-west of Winnipeg to Fort Ellis in the interior, and returned on the line by the Pacific Railway, and he was charmed with the general features of the country, the fertility of the soil, and

WONDERFUL PRODUCTIVENESS.

In all parts where the land was cultivated the wheat and other grain as well as the root crops he described as simply magnificent. The crops of all kinds surpassed anything he had ever seen before. Such a splendid country he thinks most soon full up with settlers, more especially now that it will be intersected with railways in all directions. He thinks instead of deterring farmers in Ontario and its eastern townships of this province from going to the North-West they should be encouraged to go there. They are just the right class of pioneers for that new country from the valuable experience they have gained in making their present homes. Tenant farmers from Great Britain and Ireland, he thinks, would do as well to buy farms in these settled provinces, where the transition from their former experience would not be so great at first as in going into the

North-West. In all his travels Sir Alexander never met a quibbler in any of the country. It was literally, he said, a land of promise.

Everyone wanted in good spirits, either with their present condition or if they were new comers with their future prospects. Winnipeg he thinks a wonderfully progressive city for its age, and he gives it as his candid opinion that it will overtake it if does not.

In the race for population and wealth, Sir Alexander intends returning to England at as early a moment as he can possibly settle up some business he has here. The opinion he has formed from actual observation and experience cannot fail to be otherwise than of infinite advantage, not only to the North-West, but to the whole of Canada, for the interests of the Dominion are now indissolubly bound up in the pooling and general development of our new empire in the North-West. Before parting with the High Commissioner your correspondent asked him if it were true he was anxious to return permanently to Canada, as was generally represented. "Well, you may say it is true I love Canada and greatly prefer living in it to stopping in England," were the last words he uttered as he passed into the Canadian Pacific railway office on St. James street, the interview having occurred as he walked there from his private office on the same street.

The traffic returns of the Great Western Railway for Canada for the week ending Sept. 23rd 1881, are as follows:—

Passengers	542,594
Freight and live stock	61,010
Mails and sundries	41,281
Total	644,885
Corresponding week last year	115,743
Decrease	47,651

The Union Pacific and Central Pacific railway companies continue their threatening demonstrations against each other. The former is pushing surveys for the extension of its Utah Southern branch toward California with evident earnestness, and the Central Pacific has nearly completed a survey for an extension of its main line from Ogden to the Missouri river, a distance of some 500 miles by a route about 100 miles north of the Union Pacific. It is stated that a feasible route has been found by the way of the South Pass, and Vice-President Huntington says that the road will be built if the Union Pacific continues to build its connections with Ogden. The Central Pacific has ordered 60,000 tons of steel rails from England, and if necessary the road could be constructed very rapidly. Meanwhile the California Pacific, which is expected to form the western connection of the Union Pacific, seems to be actually in progress. With the opportunity held out to the Union Pacific of an independent line to San Francisco, and the fact that it will also, ere long, have a line of its own to Oregon, giving two routes to the Pacific, it does not seem probable that this company will be dissuaded from its present undertaking by the arguments of the Central Pacific. If the latter then pushes an extension to the Mississippi River, it will practically mean a new line for the Chicago & North-Western to the Pacific.

G. N. W. TELEGRAPH COMPANY.

Toronto, Sept. 29.—A meeting of the Directors of the Great North-Western Telegraph Company was held yesterday in the board office on the corner of Wellington and Scott streets. Erasmus Wilman, President, was in the chair, and there were present also Messrs. William Gooderham, A. S. Irving, James Headley, and Hon. William McDougall. Mr. Hector Cameron, solicitor of the Company, was also in attendance. Among the business transacted was the giving of an order to the treasurer to pay \$41,250 to the shareholders of the Montreal Telegraph Company, being the first quarterly payment of the guaranteed dividend. It was announced that the line from St. Vincent, Minn., to Winnipeg, Man., (60 miles) would be shortly acquired from the Western Union, and will be rebuilt, thus affecting satisfactory connection with the North-West. Arrangements are also being made for the perfection of facilities of communication between Central Ontario (Brookville, Belleville, etc.) and Central New York. A quadruplex line is being laid direct from Montreal to New York, and a similar means of communication will soon be added from Toronto to Chicago.

In about fifty towns the consolidation of the two old institutions, the Montreal and Hamilton Telegraph Companies, necessitated the dismissal of a number of employees, operators thus thrown out of employment being in a majority of cases, where they wish it, transferred to positions in the United States, where there is an unusually active demand for labour of this class. It was reported that the increased rate from 20 to 25 cents for ten words had been met by the public without serious objection. "In fact," said Mr. Wilman, when spoken to upon the subject, "the people know that the service can be better performed now than before, and therefore the increase is rather popular than otherwise."

The revenue from the Windsor water-works for 1881 is estimated at \$10,000, and the expenditure on account of them at \$10,200, which includes \$2,000 for interest.

MINING NEWS.

St. John in gold was shipped from Victoria B.C. on one day recently. The *Fort Superior Mining Co.* says the iron ore interests of that region are in want of a method to crush and clean low grade ores.

Mr. H. Clouston has discovered in the neighbourhood of Rock Creek, B.C. a quartz ledge which will yield \$140 of gold to the ton. He intends to form a company.

There are almost weekly discoveries of beds of ore in the neighbourhood of Tweed, Ont. William Oliver has just discovered that his farm and those adjoining are underlain with beds of iron. Silver is also found, but in what quantity is not known.

The coal shipments from the port of Victoria for week ending Sept. 19th, 1881.

Hullfax Co.	1213
Andin Co.	2774
International Co.	1580
Vale Co.	1887
	5354

Col. Dan Murphy, of Nevada, is probably the largest private land owner on the continent. He has 4,000,000 acres of land in one body in Mexico, 60,000 in Nevada and 23,000 in California. His Mexican grant he bought four years ago for \$200,000 or five cents an acre.

Manganese mining is becoming one of the most profitable industries of Hants County. Near Walton about forty men and boys are employed at the work and the price it is selling at is about \$130 a ton, while in former years, before its value was known it only brought \$20 a ton.

Mr. H. Walton quarried at his granite quarries, Spoon Island, Queens Co., a block of granite, measuring 65 feet in length, 20 feet wide, 11 feet thick, apparently without a flaw. This granite is considered equal to the Aberdeen granite. It weighed 1,101 1/2 tons.—*St. John Globe.*

There are at present nine collieries in active operation in Cape Breton, giving employment to about 1,000 cutters. The output this year will be the largest on record. The total amount of coal raised in Nova Scotia in 1880 was 1,032,710 tons. That of Old Mines Sydney was 110,000 tons. The yield this year, it is said, will be about 120,000 tons.

We have been handed some specimens of coal taken from a seam discovered by the Rev. Father McPherson, at French Vale recently. The indications are most promising, it being alleged that the newly discovered seam is some seven feet in thickness. The quality of the coal is what is called anthracite coal, which we think is the first of the kind found in Cape Breton.—*Id.*

Messrs. Duabreck and MacCallum arrived in town Saturday morning from Killag River, East Halifax, with another lot of very rich gold specimens. They report the most encouraging indications on the property which they are prospecting. Two leads have already been discovered which appear to be rich in the precious metal and there is every reason to believe that several other leads will shortly be found.

The silver miners in Gloucester Co. appear to have "struck it rich." Bathurst advises to the *Sun* yesterday say that the latest reports from Nigadoo Silver Mines are very encouraging. The shaft has been deepened during the past week and the vein of galena is getting larger and richer. The stockholders are very much elated at their prospects. Samples are being prepared for the Halifax Exhibition.—*St. John Sun.*

A company consisting of several leading capitalists has been formed for the purpose of developing the iron mines of Boylston, in Guysborough County. The mine has already been tested and the ore has proved to be of excellent quality. Arrangements have been made by the new company to begin the prosecution of the work on an extensive scale. Mr. J. B. Moore is President, and Mr. H. S. Poole, Man. Director.—*Id. Chronicle.*

The *St. John Telegraph* says the stock of iron ore raised during the winter at the mines of the Woodstock Iron Works is completely used up, the furnace consuming more than was anticipated. The company have a number of men at the mines raising ore and are having it hauled with teams. Their stock of charcoal is running low, which will have to be renewed. The company have shipped a quantity of pig iron to Londonderry, N.S. to be worked up into car wheels. It requires a good grade and this charcoal iron is said to be the best for that purpose.

There has been a very large influx of French capital into the Province of Quebec during the past year. Two Credit Foncier companies, both with large capitals, are already at work, and with the prospect of more French capital being invested in our mines, there is no doubt that mining in Canada, and the sale of mines, will not be such a slow business as it has been heretofore. It is reasonable to expect that within a year from this date mining in the phosphate region alone will assume very large proportions; and I venture to prophesy that enterprising Americans will find here a field either for steady mining or speculation that they will find difficult to equal elsewhere.

A correspondent of the *Maine Mining Journal* writing from Montreal, under

date of Sept. 28th says: "With the exception of a sale of some 5,000 tons to a new French company a few weeks ago, there has been very little phosphate property changing hands of late. At no time has there been any great activity in sales, but the special dullness we have experienced, at least at this point, may be attributed to the number of people out of town during the hot weather—to the report that at least another French company will enter the field in a short time, which has had the effect of raising the views of holders of desirable lots—and the fact that two parcels (of 7,000 tons in all), in the heart of the township of Templeton will be offered at auction early next month and it is expected that this will be a fair test of the value of property in the phosphate belt.

Phosphate is readily saleable at \$17 per ton, and over, delivered at East Templeton, or other points along the Q.M.O. & O. Railway which gives a very large profit in waiting a large bed. Seven dollars (\$7) is an outside estimate for mining phosphate in sight, and cartage to the railway or Ottawa river. The freight to Montreal is generally \$1. Some of the mines being worked partly on English account, the phosphate does not change hands, but the average minor profits taking his cash on this side to taking the risk of the many contingencies which may reduce the proceeds of his account sales. The freight to England has varied from 8 to 15 shillings per ton, 10 shillings being about the usual rate. The output this year will show a considerable increase over that of last year, but it is impossible to give any figures in connection with it, so many small mines are being worked in inaccessible parts of the country, from which the phosphate can only be carted over winter roads.

SCIENTIFIC AND PRACTICAL.

THE BRITISH ASSOCIATION—FIFTY YEARS' SCIENTIFIC PROGRESS.

The fiftieth annual meeting of the British Association for the Advancement of Science opened at York on the 31st of August. The retiring President, Professor RUSSELL, presided at the commencement of the exercises. The new President, Sir JOHN LUSKOCK, delivered the inaugural address on a particularly fitting subject, "The Principal Scientific Results of the last Half-Century." The first meeting of the Association was held at York in 1831, and it was in the "eternal fitness of things" that its jubilee should be celebrated in the same city. In the commencement of his address Sir JOHN LUSKOCK adverted to the early history of the Association. The original meeting was held on the 21st September of the year named, and it had its origin in a letter addressed by Sir DAVID BRIDGEMAN to Professor PITT-RIVERS, Secretary of the York Philosophical Society. The following is a list of places where the Association has met since its organization, and the names of the eminent men actually chosen President:—

Year.	Met at.	President.
1831	York	Lord Fitzwilliam.
1832	Oxford	Dr. Buckland.
1833	Cambridge	Professor Babbage.
1834	Edinburgh	Dr. H. Brewster.
1835	London	Dr. Lloyd.
1836	Bristol	Dr. Lloyd.
1837	Liverpool	Lord Brougham.
1838	Newcastle	Duke of Northumberland.
1839	Birmingham	Earl of Shaftesbury.
1840	Glasgow	Margrave of Breadalbane.
1841	Plymouth	Dr. Powell.
1842	Manchester	Lord Milnes.
1843	York	Lord Russell.
1844	York	Dean Pease.
1845	Cambridge	Sir John Herschel.
1846	Newcastle-on-Tyne	Jedediah Murison.
1847	Oxford	Dr. H. De la Beche.
1848	Swansea	Margrave of Southampton.
1849	Birmingham	Earl of Shaftesbury.
1850	Edinburgh	Sir David Brewster.
1851	Liverpool	Professor Airy.
1852	Belfast	Colonel Sabine.
1853	Hull	Mr. William Hopkins.
1854	Liverpool	Lord Marley.
1855	Manchester	Duke of Argyll.
1856	Cheltenham	Dr. C. M. W. Daubeny.
1857	Dublin	Dr. Lloyd.
1858	Liverpool	Professor Richard Owen.
1859	Aberdeen	Prince Albert.
1860	Manchester	Mr. W. R. Grove, Q.C.
1861	Manchester	Sir William Fairbairn.
1862	Cambridge	Professor Willis.
1863	Newcastle	Sir William Armstrong.
1864	Bath	Sir C. Lyell.
1865	Birmingham	Professor Phillips.
1866	Nottingham	Mr. W. R. Grove, Q.C.
1867	Dundee	Duke of Buccleuch.
1868	Norwich	Dr. J. D. Hooker.
1869	Kettering	Professor Stokes.
1870	Liverpool	Professor Huxley.
1871	Edinburgh	Sir W. Thomson.
1872	Birmingham	Dr. W. Carpenter.
1873	Manchester	Dr. A. W. Williamson.
1874	Edinburgh	Professor Tyndall.
1875	Bristol	Dr. Andrew.
1876	Glasgow	Dr. Andrew.
1877	Plymouth	Dr. Allan Thomson.
1878	Dublin	Dr. Wm. Stott.
1879	Sheffield	Dr. G. J. Adam.
1880	Swansea	Professor A. C. Ramsey.
1881	York	Sir John Lubbock.

Sir JOHN LUSKOCK remarked that the history of the Association was the history of science for the last fifty years. His address was an elaborate one, and occupied closely-printed columns of the *Yorkshire Post*. It embraced a review of the following subjects, which have occupied the attention of a scientific man during the last fifty years: The Origin of Species; Embryology; the Relations between Animals and Plants; Botany; the Theory of Spontaneous Generation; the History of Anæsthetics; the Ancient Condition of Man; Geology; Glaciers; the Progress of Paleontology; Geography; Coral Islands; the Abysses of the Ocean; Astronomy; Spectrum Analysis; the Discovery and Progress of Photography; the Art of Lighting; Duplex and Quadruplex Telegraphy; the Telephone and Microphone; Mathematics; the Progress of Chemistry; Ne-

chanical Melonae; Railways; Electricity and Agriculture; Sir JOHN concluded as follows:—

"Indeed, no one who has not taken time to study the progress of science throughout its various departments can have any idea how enormous—how unnumbered—the advance has been. (Applause.) Though it is difficult, indeed, possible, to measure exactly the extent of the influence exercised by this Association, no one can doubt that it has been very considerable. For my own part, I must acknowledge with gratitude how much the interest of my life has been enhanced by the stimulus of our meetings, by the lectures and memoirs to which I have had the advantage of listening, and, above all, by the very friendships which I owe to this Association. (Hear, hear.) Some of the principal results which have been attained in the last half-century, we may mention (over and above the accumulation of facts) the theory of evolution, the equality of man, and the far greater activity of the world itself; the correlation of physical forces and the conservation of energy; by circum analysis and its application to celestial physics; the higher algebra and the modern geometry, hardly the innumerable applications of science to practical life, as, for instance, in photography, the locomotive engine, the electric telegraph, the spectroscope, and most recently the electric light and telephone. To science, again, we owe our ideas of progress. The ancient, says Bagehot, 'had no conception of progress, they did not so much as reject the ideas, they did not even entertain it.' It is not, I think, now going too far to say that the extent of the civilization of a nation may be measured by its progress in science. It is often said, however, that great and unexpected as the recent discoveries have been, there are certain ultimate problems which must ever remain unsolved. For my part, I would prefer to abstain from laying down any such limitations. When Park asked the Arabs what became of the sun at night, and whether the sun was always the same or new each day, they replied that such a question was childish, and entirely beyond the reach of human investigation. I have already mentioned that, even as late as 1842, so high an authority as Comte regarded as obviously impossible and hopeless any attempt to determine the chemical composition of the heavenly bodies. Doubtless there are questions, the solution of which we do not as yet see our way even to attempt; nevertheless, the experience of the past warns us not to limit the possibilities of the future. But however this may be, though the progress made has been so rapid, and though no smaller period in the world's history has been nearly so prolific of great results, yet, on the other hand, the prospects of the future were never more encouraging. We must not, indeed, shut our eyes to the possibility of failure; the temptation to military ambition; the tendency to over-assertence by the State; the spirit of anarchy and socialism; these and other elements of danger may mar the fair prospects of the future. That they will succeed, however, in doing so I cannot believe. I can not but feel confident hope that fifty years hence, when perhaps the city of York may renew its hospitable invitation, my successor in this chair—more competent, I trust than I have been to do justice to so grand a theme—will have to record a series of discoveries even more unexpected and more brilliant than those which I have, I fear, imperfectly, attempted to bring before you this evening."

The scientific discoveries of the last fifty years have truly been remarkable, and if those of the next fifty be at all in the same proportion we will now sometimes stand in amazement at the remarkable discoveries that have been made, and at the equally wonderful results of the applications of mechanical science, here no conception of the advancement which is in reserve for review by those who half a century hence may trace the progress of science during the second fifty years of the British Association's existence. Of a truth

"There are more things in heaven and earth than are dreamt of in our philosophy." While the great mass of the intelligent population of the globe go on from day to day pursuing their avocations, a few earnest and able men labour in the comparatively limited field of scientific investigation, and the world at large reaps the benefit of their incessant but pleasant toil. Such organizations as the British Association are powerful aids in the direction of encouraging scientific discovery. At their meetings the ablest men in the various fields of scientific learning meet and in a friendly way discuss the various subjects treated upon by members appointed to read papers on special subjects, and all go away benefited by having compared notes, each inspired by a fresh enthusiasm to prosecute his studies and investigations in his own particular department. Over two centuries ago Isaac Newton is represented as having compiled his knowledge in that of a child gathering pebbles by the seaside while the great unexplored ocean of knowledge lay stretched out before him. Since his time remarkable progress has been made in scientific knowledge. If it had been predicted even a century ago that nearly three thousand miles of ocean would be travelled in one hundred and ninety-two hours; that man by his ingenuity would be so far able to control one of the great forces of nature that a few moments would suffice to convey the intelligence of one continent to another, that of though separated by miles of distance people could speak directly to each other; that only a few days would be required to make the journey of a century thousands of miles in extent, the prophecy would have been deemed and the sanity of those who made it questioned. The watchword of science is "Forward." For her there is no turning

MONTREAL PRICES CURRENT.

Table of Montreal prices for various goods including Groceries, Spices, and Liquors.

Table of Montreal prices for various goods including Drugs and Chemicals, Window Glass, Cures, and Iron and Hardware.

Table of Montreal prices for various goods including Leather, Boots and Shoes, Raw Furs, and Weekly Review.

Textual content including 'Weekly Review' and 'Napanee Blanket Mills' advertisement.

Textual content including 'Napanee Blanket Mills' advertisement and 'Special to the Trade'.

LUMBER TRADE.

UNITED STATES MARKET

(New York American Sheet)
In the Albany market no large sales are reported, but in the aggregate quite a large amount of business has been done...

Table with columns for various lumber types and prices, including items like 'Clear pine', 'Yellow pine', and 'White pine'.

Freights from Bay City to Buffalo and Tonawanda \$2.50 per M. feet; from Saginaw, \$1. From Tonawanda to Albany, \$2.25. From Oswego to Albany, \$1.50 to \$1.60.

Cedar railway ties are being shipped from Port Hope for the use of the New York Central Railway.

A mammoth tree cut down in Lewis County, Ky. recently, and believed to be three hundred years old, produced 31,000 feet of lumber and twenty-five cords of firewood.

The schooner Mary Willey arrived at Portsmouth, N. H., on the 2nd Sept., from Bangor, with 80,000 feet of long lumber and 250,000 shingles...

The schooner Susan Stetson arrived at Portsmouth, N. H., the 23rd ult., from Brunswick, Ga., with 111,000 feet of hard pine lumber for the new coal pockets here.

The continued low grain freights on the Lakes have determined many owners of large sailing vessels employed in that trade to send their craft for lumber south...

TRADE WITH CHINA.

Consul General Denny, at Shanghai, draws attention to the trade in pine lumber which the west coast of this country has had with China and might continue to have.

DARREN TIMBER MARKET

Table titled 'DARREN TIMBER MARKET' showing prices for various types of lumber like 'Clear pine', 'Yellow pine', and 'White pine' in different quantities.

Table listing various types of lumber and their prices, including 'Michigan white pine', 'Michigan oak', and 'Ohio white pine'.

There has been a steady demand for lumber in random quantities during the past week, owing to many of the lumber dealers here well stocked with lumber.

Table listing prices for 'Michigan white pine', 'Michigan oak', and 'Ohio white pine'.

Michigan white pine dock plank, \$10 per M. Michigan oak ship plank, \$50 to \$52 per M. Michigan white plank, \$35 per M.

Table listing prices for 'White Pine Building Timber' and 'Wholesale prices in car lots New York'.

Table listing prices for 'Counter tops' and 'No. 1, 10 inches and upwards'.

Table listing prices for 'No. 1, 10 inches and upwards' and 'Call'.

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It was obvious that the Government must become the producer. No private individual could undertake such a work in the United States...

The Toronto Globe has had considerable to say of late about the supply of black birch in Ontario...

Whereas twenty years ago we imagined ourselves to be in full possession in the use of chemical terms with which we are familiar here on the earth...

There are 600 miles of streets in San Francisco, 28 miles of which are paved with cobblestones, 20 stone blocks, 60 asphalt, 57 broken stone, 27 wood plank, and 4 with wooden blocks...

In the United States and Canada there are twenty-two match factories, turning out 25,000 gross—7,600,000 boxes—of matches every day.

Great importance is attached to the largeness of the rye crop in Germany and Russia, as that grain is the great staple of bread making for the 100,000,000 of population of those countries...

A New York paper says: The manufacture of perfumery has extended very rapidly in this country during the past ten years.

A chemical analysis has been made by Prof. Glrod of the contents of the ink bag or pouch of the Cephalopoda branchiata.

Concluding a very elaborate series of lectures on solar physics, which it would be well to have published in the form of a memoir, with a complete index as possible Mr. J. Norman Lockyer says:

Whereas twenty years ago we imagined ourselves to be in full possession in the use of chemical terms with which we are familiar here on the earth...

A dearth to the globe says: The latest of the many causes directing the attention of Englishmen to the wonderful possibilities of the great North-West Territory is the publication in full in several of this morning's newspapers of the speech made by Sir Alexander Gait, Canadian Commissioner to London...

The Toronto Globe has had considerable to say of late about the supply of black birch in Ontario, and recently Mr. A. A. Scott, of East March, Chuk, Pa., addressed a letter of inquiry to the editor of that paper for further and more explicit information...

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of the very class of will agriculturalists whom England to a large extent owes its present position.

The report of the Commissioner of Patents for Inventions for the year 1876 has just been issued. The number of applications for letters patent during 1876 was 5,317, being 175 more than in the preceding year.

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

Will NOT BE DECEIVED by the statement that "Awards were given to any Exhibitor over the Mason & Risch Piano," and will correctly estimate the value of any instrument whose seller seeks to gain patronage by the use of any such statement.

MASON & RISCH

32 KING ST. WEST, TORONTO.

IRON BRIDGES.

MANUFACTURERS OF

Toronto Bridge Company

MANUFACTURERS OF

Iron and Steel Railway

AND

HIGHWAY BRIDGES,

TORONTO, ONT.

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

THE LARGEST SAW WORKS IN CANADA



THE METAL TRADE.

THE ENGLISH MARKET.

Advent, London, Sept. 10th.—The... of iron and steel during the... month according to the... of the Government... August last year was shipped... the August... and... have exported more... than in any... month during the year. The part... in our aggregate shipments by... sheets and plates is a by no means... They bulked... tons this August as against... in August last year. The improve-... again, is owing in part to more... from the United States. This... we sent 7,055 tons, a year ago... 1,057 tons; and two years ago the... amount of 374 tons. Steel... and iron rails are so mixed in transport... it is next to impossible to obtain... accurate data concerning each... study. Such as has been obtained... however, I now give. Only about one-... tenth of the rails shipped have been... iron, and a good three-fifths of these... been to your side. It is computed... that the value of the iron rails we... you was £33,594 as against £26,592 in... August, 1880, and that the value of the... steel rails we sent to the United States... was £150,000 as against £84,120 in... August, 1880. During the past two... months the exports of rails of both... descriptions to the United States have... had a total of 56,816 tons, against... 1,150 tons during the corresponding... period in 1880, and only 5,000 in 1879. The total value of iron rails exported... to all our markets during this... August was £57,311, and during... August, 1880, £53,085. The total value... of steel rails was £287,572 as against... £14,811 in August, 1880. The newly... established trade with the United States... in steel blooms appears to be rapidly... extending. The shipments of this product... to your side during the last two months... have totalled 28,469 tons, against 2,087... tons in 1880, and only 800 in 1879. Sheffield blooms have not contributed... a significant amount of that class of metal. The August returns of your consular... in that city centre also issued this week... show a falling off in the bloom trade... with transatlantic markets. Nor is the... Sheffield business in steel generally (ex-... clusive of rails) in much better case. The statistics show that although the... value of steel exported to the United... States was £10,884, yet this was a de-... crease compared with July last of over... £5,000, and compared with a year ago... of nearly £15,000. But your aggregate... purchases from Sheffield are increasing. The cut cry sent to your side last month... was worth £29,182. Rails and other... articles not specially mentioned brought... the total export for the month up to... £120,799. These figures show an in-... crease of about £25,000 on the previous... month, and of £33,000 as compared with... August of last year. With the great... falling off in the heavy steel trade of... Sheffield, which I have indicated, there... is no room for surprise either that large... firms throughout should be contemplating... removal to the carbond, or that the... localities which have hitherto been de-... pendent upon such prices should be in... considerable consternation at the pro-... spects. Both these features are now ob-... servable in Sheffield and are the themes... which, inter alia, with "Fair Trade," other-... wise reciprocity, are this week seriously... discussed throughout the business circles... of Sheffield. I spoke last week of the... cutter's feast in Sheffield and of the... favour with which references to "Fair... Trade" were received. The practical... outcome thus far has been the formation... of a Sheffield branch of the "Fair Trade... League;" and I am assured that numbers... of leading manufacturers have allowed... their names to be placed upon the roll.

The raw iron market is this week in a... lot of a flutter. Cleveland's turn has... now come in the game of cross purposes... which has recently been in progress be-... tween that district and Scotland. Scot-... land, you will remember, rejected Cleve-... land's advances in July last, and though... she may well have expected such an... issue, yet of course Cleveland was hurt. Whether another influence has... operated or whether repentance has come... about is open to doubt. But certain it is... that Scotland is now making overtures... to Cleveland. The chief Scotch pig... makers met on Wednesday, and now... upon paper are alleged to have virtually... accepted the terms which before they... pursued—namely, to blow out six one-... sixth of the 111 furnaces making G. M. B... iron, subject of course to Cleveland... doing the same. But there is a certain... extent of haze about the whole business. The... Ayrshire miners who last year, after... striking, were allowed by the putting... out of furnaces in Scotland, are again... in unrest. They are troubled alike upon... the wages and also the hours question, and... threaten soon to be again upon the... warpath. This, it is assumed, has led to

MISCELLANEOUS.

THE ENGLISH TRADES UNION CONGRESS.

The delegates to the annual... Trades Union Congress assembled at... number of St. Andrew's Hall, New... street, Oxford street, London, on the... 11th inst. There were present delegates... from Manchester, Salford, Oldham, Blackburne, Liverpool, Dewsbury, Preston, Rochdale, and other parts of the country... among the representatives a large number... of women.

THE LONDON MARKET.

The following were the closing prices in the London metal market Sept. 9th, 1881.—

1880.		1881.	
Bar, Welsh (in London)	6 11 0	6 10 0	0 0 0
Bar, Swedish (in London)	9 10 0	9 0 0	0 0 0
Bar, Staffordshire (in Lon- don)	4 15 0	4 0 0	0 0 0
Nail rods (in London)	7 0 0	6 7 0	0 0 0
Fig. U.M.B. f.o.b. Clyde.	2 10 0	2 0 0	0 0 0
Rails, Welsh (at works)	5 5 0	5 7 6	0 0 0
Rails, North of England (at works)	5 5 0	5 10 0	0 0 0
STEEL.			
Beamers rails (at works)	4 0 0	4 10 0	0 0 0
English spring	11 0 0	12 0 0	0 0 0
Swedish (in here)	14 10 0	0 0 0	0 0 0
Swedish (in foreign)	15 10 0	0 0 0	0 0 0
COPPER.			
Sheeting and sheets	71 0 0	75 0 0	0 0 0
Flat bottoms	74 0 0	77 0 0	0 0 0
Tough cake	61 10 0	65 0 0	0 0 0
Best selected	66 0 0	66 0 0	0 0 0
Durma, or P.C.C.	66 0 0	66 10 0	0 0 0
LEAD (per ton).			
English pig, W.I.	15 10 0	15 10 0	0 0 0
English sheet	15 12 0	15 0 0	0 0 0
English red	15 15 0	15 0 0	0 0 0
English white	31 12 0	27 10 0	0 0 0
English patent shot	17 10 0	0 0 0	0 0 0
Spanish pig	14 10 0	0 0 0	0 0 0
ZINC (per ton).			
English ingot	92 0 0	92 0 0	0 0 0
English bars (in barrels)	92 0 0	92 0 0	0 0 0
English refined	92 0 0	92 0 0	0 0 0
Spain	90 0 0	90 0 0	0 0 0
Straits	91 15 0	92 0 0	0 0 0
ZINC PLATES (per box).			
Charcoal, I.C., 1st quality.	1 7 0	1 4 0	0 0 0
I.C. Coke	0 15 0	0 15 0	0 0 0
SHEETED IRON (per ton).			
English (Swansea)	16 10 0	0 0 0	0 0 0

The Salt Lake Tribune claims that... Utah possesses the biggest iron mines... and most extensive coal deposits on the... face of the earth. It is somewhat... singular that Nevada, lying between Cali-... fornia and Utah, and possessing largely... the characteristics of both, does not con-... tain a coal mine or a reliable coal indus-... try, while coal exists in quantities in... both California and Utah.

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to governmental system of the country... of a long table workman. The report... of a halt at length with the work of the... committee on the question of factory and... workshop inspection. The Employers'... Liability Act, 1880, and its proposed... amendment the extension of the Sum-... mary Jurisdiction Acts, the Patentees' In-... vention Bill, the reform of the jury laws... Impairment for Debt Bill and other... matters. In closing the report, the com-... mittee noticed an improvement in trade... since last Congress. Although the... change was not a great one, and in some... industries scarcely perceptible, yet they... believed it to be solid, and the prospect... still greater and more permanent pro-... gress. The most fortunate branches of... industry were those connected with the... shipbuilding trade. They had been... fully employed, and in many cases, had... secured an advance in wages without... much contention. They believed the... staple trade of Lancashire to be much... surer than they were twelve months... back. The coal, iron, and building trades... were still amongst the greatest sufferers... from continued depression. The first... two industries were undoubtedly the... victims of over speculation, and it was... a matter of doubt whether the great... means of production established a few... years ago in these trades would over-... come such a return for capital in-... vestment as their promoters expected. The... Welsh steam coal trade had, they be-... lieved, experienced a great improvement, and wages had consequently risen in that... district. The building trades were al-... ways the last to experience a revival of... trade. There were many reasons for this. A not unimportant part of the trade de-... pended upon voluntary subscriptions—... i.e., church and chapel buildings and re-... pairs, extension of factories and work-... shops and other business premises were... subject to prosperity in the staple trades. The reduced circumstances of the lower... middle classes had considerably checked... the speculative building trade, though in... this branch there had been a sufficient... number of wretchedly constructed houses... erected during the last ten years to em-... ploy a considerable part of the coming... generation in what he feared would, in... many instances, prove vain attempts to... keep them on their foundations. They... feared also that was not the only branch... of the trade of the country in which... durability had been sacrificed to cheap-... ness. This scamping of work and cheat-... ing the purchasers was not the fault of... the artisan; it was his misfortune. The... properly trained and highly skilled... workman was the first to suffer by this... shameful process. When circumstances... pressed him into this circle of competi-... tion he had to undergo a second ap-... prenticeship to acquire this sleight of... hand system.

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DOMINION TRADE REGISTER

INDUSTRIAL DIRECTORY

AGRICULTURAL IMPLEMENTS

WHITING MANUFACTURING CO., Ltd., Toronto. Manufacturers of agricultural implements, including plows, harrows, and mowers.

LAND AND MANUFACTURING

LAND AND MANUFACTURING CO., Ltd., Toronto. Manufacturers of land and manufacturing equipment.

ANILINE DYES

ANILINE DYES CO., Ltd., Toronto. Manufacturers of aniline dyes and related chemical products.

BRASS WORKS

BRASS WORKS CO., Ltd., Toronto. Manufacturers of brass and metal parts.

BRIDGE BUILDERS

BRIDGE BUILDERS CO., Ltd., Toronto. Manufacturers of bridges and related infrastructure.

CAPS AND FURS

CAPS AND FURS CO., Ltd., Toronto. Manufacturers of caps and fur goods.

CARPETS

CARPETS CO., Ltd., Toronto. Manufacturers of carpets and floor coverings.

COAL AND WOOD

COAL AND WOOD CO., Ltd., Toronto. Suppliers of coal and wood products.

COCOAS AND CHOCOLATES

COCOAS AND CHOCOLATES CO., Ltd., Toronto. Manufacturers of cocoa and chocolate products.

COTTON BROKERS

COTTON BROKERS CO., Ltd., Toronto. Cotton brokers and traders.

COTTON MILLS

COTTON MILLS CO., Ltd., Toronto. Cotton mill manufacturers.

EDGE TOOLS

EDGE TOOLS CO., Ltd., Toronto. Manufacturers of edge tools and blades.

ENGINES AND BOILERS

ENGINES AND BOILERS CO., Ltd., Toronto. Manufacturers of engines and boilers.

ENGINEERS AND MACHINISTS

ENGINEERS AND MACHINISTS CO., Ltd., Toronto. Mechanical engineers and machinists.

ENGRAVERS, ETC.

ENGRAVERS, ETC. CO., Ltd., Toronto. Engravers and related services.

FILES

FILES CO., Ltd., Toronto. Manufacturers of files and grinding tools.

IRON WORKS

IRON WORKS CO., Ltd., Toronto. Iron works and metal fabricators.

KNITTING MILLS

KNITTING MILLS CO., Ltd., Toronto. Knitting mill manufacturers.

LASTS, DIES, ETC.

LASTS, DIES, ETC. CO., Ltd., Toronto. Manufacturers of lasts and dies.

LEATHER BELTING

LEATHER BELTING CO., Ltd., Toronto. Manufacturers of leather belting.

LEATHER GOODS

LEATHER GOODS CO., Ltd., Toronto. Manufacturers of leather goods.

LEATHER TRUNKS

LEATHER TRUNKS CO., Ltd., Toronto. Manufacturers of leather trunks.

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CASTOR OIL MACHINE CO. TORONTO. SHEPHERD ST. TORONTO. ASTORINE OIL CO. TORONTO. SHEPHERD ST. TORONTO.

THOMAS WILSON, Dundas, Ont. Manufacturer of STATIONARY and PORTABLE Steam Engines, BOILERS and MACHINERY of every description. COTTON MILL, CALENDERS, HOSE, LIVERY STEAM PASSES AND PROPELLER WHEELS, ALL SIZES.

A Sheffield (England) firm is making steel faced plates by a process not yet divulged, which are apparently destined to work a revolution in the matter of armour for ships of war. The iron plates hitherto used had to be of enormous thickness to withstand the impact from the heavy shells used, and the ships have therefore been of unwieldy size to be the weight, while the armour, even if it stopped the projectile, has invariably been cracked and split in all directions. Experiments recently made on behalf of the English Government, and by the French as well, show that the new steel plates not only shatter the projectile itself, but show no wounds beyond the dents caused by the collision. The French ships of war now being built will, therefore, be protected by the new armour. The process of making screws is very interesting. The rough, large wire in big coils is, by drawing through a hole smaller than itself made the size needed. Then it is put into sawdust and -rattled and thus brightened. Then the head is shaped down smoothly to the proper size, and the neck cut in at the same time. After -rattling again in sawdust, the thread is cut by another machine, and after another -rattling and thorough drying, the screws are assorted by hand (the fingers of those who do this move almost literally like lightning) graded by weight, and packed for shipping. That which renders it possible for machines to do all this is a little thing that looks like and opens and shuts like a goose's bill, which picks up a single screw at a time, carries it where needed, holds it till grasped by something else, and returns for another. This is about the most wonderful piece of automatic skill and usefulness to be seen, and it has done distinctive work at the rate of thirty-one screws a minute although this rate is only experimental as yet; thirty-three gross per day, however, has been the regular work of the machine. A model street car has lately been introduced on some of the street railways in Philadelphia, which is thus described by the Record of that city: "Perfect ventilation has been secured by a perforated ceiling. The dome lamp in the centre and side lights add increased brilliancy to the interior, besides dispensing with the obnoxious smelt of oil. The windows are quite large, and, besides having a patent anti-rattling attachment, are so arranged that, when desired, they can be opened to an extent that practically makes an open air car. The platforms are made very low purpose to accommodate children and ladies. The conductor can be signalled by the passenger without rising from his seat. Above the driver's head, suspended by pivots from the roof, is a screen set at an angle, giving him a full view of the interior. The conductor is also provided with a mirror, enabling him to stand with his back to the door, to keep a look out for passengers in and out of the car. Each car has a convenience, entirely novel, for preventing accidents to horses which might fall down and be exposed otherwise to injury, by being dropped beneath the car. Another arrangement in front of the wheels is designed to save human life. A rubber device receives the horses from all strains in starting, and above all, the springs and spring bed are of a new pattern, permitting the car to turn corners as if it were without a jar or jolt."

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DENIMS AND TICKINGS.

DOMINION CARD CLOTHING WORKS.
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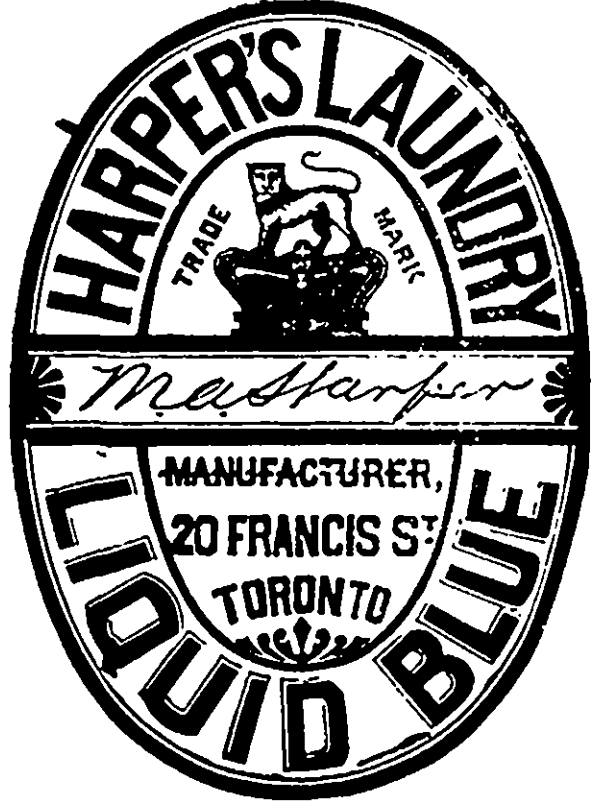
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PIANO COVERS.

No. 8 ADELAIDE ST. EAST,

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ASK YOUR GROCER FOR IT!

HIGHEST AWARD AT THE INDUSTRIAL EXHIBITION
THIS BLUE RECEIVED THE
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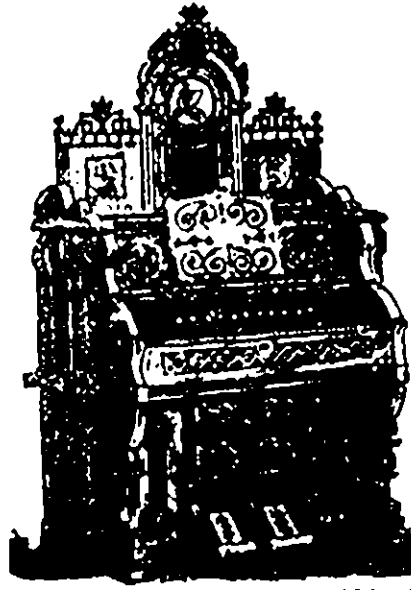
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Excelsior Organs

Acknowledged to be the most serviceable Organ
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ALL HONORS TAKEN WHERE-
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See the new Illustrated Catalogue
Page 115

Daniel Bell, Sons & Co.

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**56 to 64 Bolton St.,
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WHERE.

COSGRAVE'S VIENNA LAGER.

NOW READY:

THE PURE AND WHOLESOME SUMMER BEVERAGE.

PROF. CROFT'S ANALYSIS.

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

The TRADE and FAMILIES supplied in Wood and Bottles.

Orders by Post promptly attended to.

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FURNITURE MANUFACTURERS

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Highest Awards and Two Silver Medals at Dominion and Toronto
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LAGER BEER, ALES and PORTER,

BOTTLED FOR EXPORT AND DOMESTIC USE.

NOTE ADDRESS,

THOS. DAVIES, TORONTO.

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IMPORTERS AND MANUFACTURERS,

SIGN OF THE GOLDEN GRIFFIN, KING STREET EAST

(NEARLY OPPOSITE THE ST. LAWRENCE MARKET),

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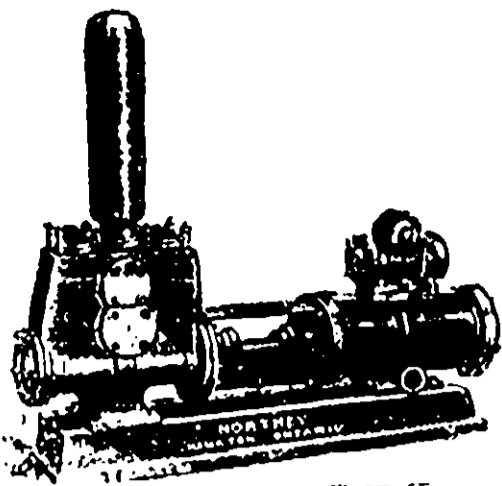
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Persons visiting this City will find it to their advantage to inspect our stock when in the City.

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

NORTHEY'S STEAM PUMP WORKS

BOILER FEED PUMPS,
AIR AND CIRCULATING PUMPS,
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MINING PUMPS,
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TORONTO,

Were awarded the FIRST PRIZE for their LARDINE and other

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At the great Industrial Fair, Toronto, 1890, and

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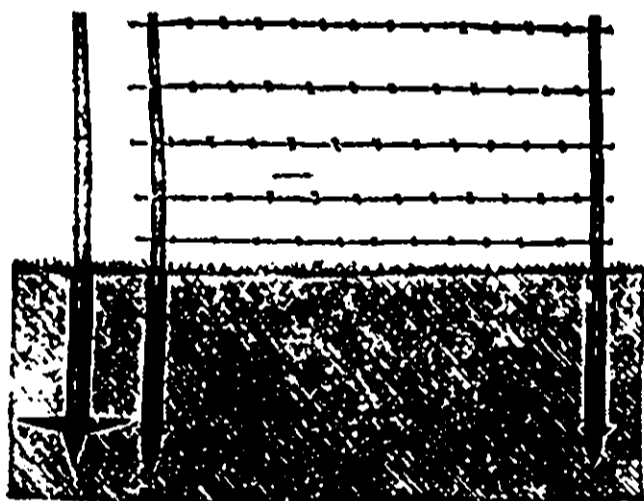
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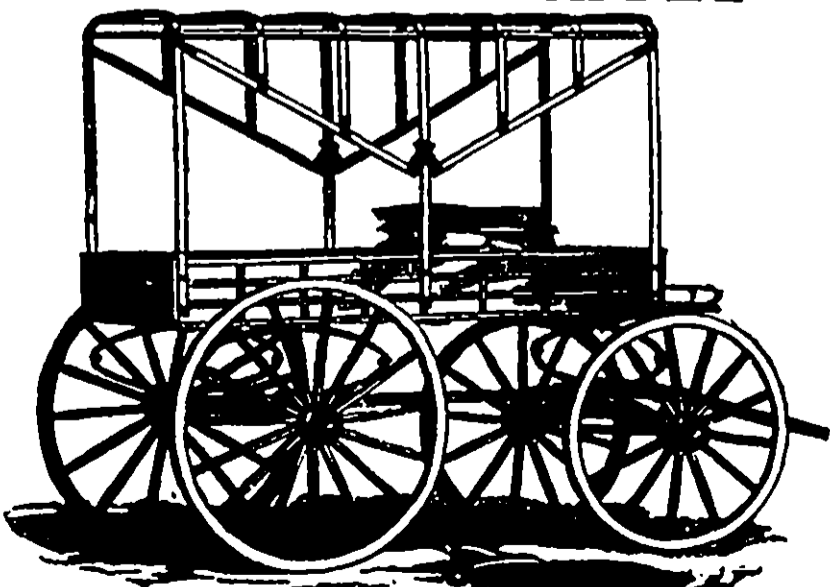
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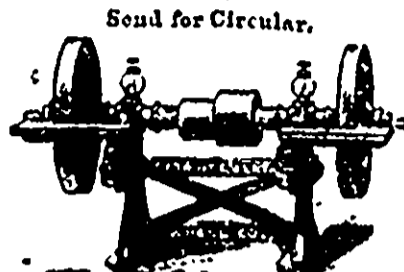
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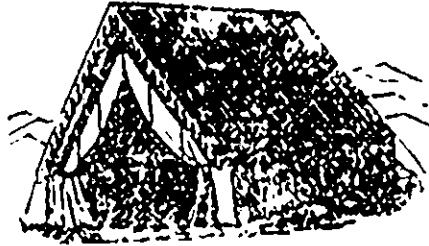
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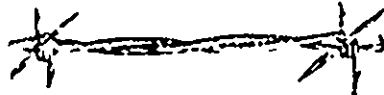
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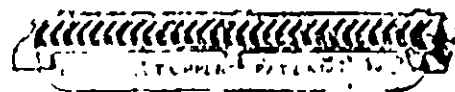
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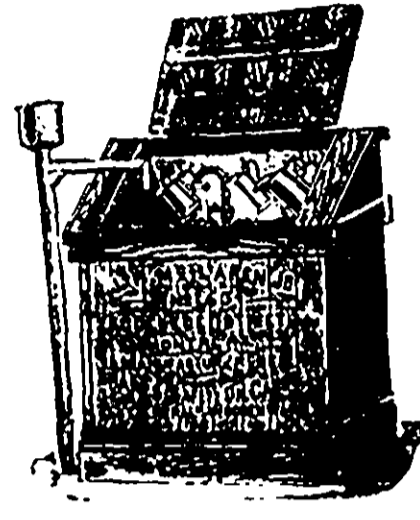
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