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A DISTURBANCE OF ENGLISH OPINION.

It is not to be supposed that we are very soon to witness a reversal, by England, of a trade policy adopted thirty years ago, and then reached only after thirty years of hard fighting to bring it about. The long struggle before the victory, and the very strong consensus of public opinion afterwards, have their meaning. There must have been something—let us say some large and convincing process of reasoning—which caused the British people first, after long debate and deliberation, to adopt this policy, and afterwards to stick to it. It is of interest to enquire what was this something that constituted the prevailing reason with those who did the thinking for the nation when the decision was arrived at, and in the years during which it has been maintained. Was it the belief that Free Trade was essentially a good policy, at all times and under all circumstances, and that it would be for the nation's interest to give Free Trade on its side, whether other nations chose to reciprocate or not? or was it a cunning expectation that by a very active propaganda of Free Trade as something for the good of the whole world, sustained by her own example, England would be sure, by-and-by, to convert the world to a system by the general adoption of which she would be an enormous gainer? It will probably be put up in the record as history that each of these views had its influence, and that to neither of them alone, but to the two of them operating together, is the result to be attributed. But, whatever details there may be on this point, which relates to what has been, the more practical point, relating to what has yet to be, is what chiefly concerns us at present. And here it is necessary to remark upon an essential difference between the two systems. The former, if true, is susceptible of refutation by time or circumstance; it embodies a truth which defies contingencies. On the other hand, the latter is avowedly based upon a contingency—that of the world becoming converted to a system under which England would get the lion's share of the advantage. But if the world refuses

to be so converted, what becomes of the policy which is based upon the expectation of conversion? In one case, the reason for the policy remains good, if it be a true one, let the world wag as it may; in the other case the proof of the reason's being a true one depends altogether upon the event of what the world generally will do in the premises. Now, as has been above said, the thing which concerns us is not so much what moved the British nation in time past to adopt Free Trade, and to stick to it so long, as what is to hold the nation to that course in time to come? Still, a glance both backwards and forwards may be instructive. And it may give us light in both directions to consider the following, which recently appeared in the New York World, a Free Trade journal:

"The exports of iron to the United States diminished in value from £2,350,000 in 1879 to £1,400,000 last year. The hostile tariffs of Belgium, France, Germany, and Russia also played havoc with this branch of trade. British goods exported to Canada are increasing, the Canadian tariff having been framed to discriminate in favour of the Mother Country against the United States. It is suggested that all Colonial produce should be admitted free, and taxes levied on importations from the United States. A formidable agitation is already in the air to develop trade with the Colonies and cease to buy of nations which refuse to trade with England. The discussion in the Commons on spurious American butter was merely part of a general attack upon the American open-ended tariff, and the small majority of sixteen by which the attempt to exclude oleomargarine and other substances was defeated will encourage further agitation.

"Your remarks on the jealousy felt here concerning American imports are more than justified by the facts. Landlords and farmers, as cabled you last week, are getting desperate, and their clubs are determined to make a vigorous stand at the next general election. The manufacturers are of course opposed to the duties on foreign breadstuffs, which would mean an increase in the cost of production, but they are not only willing to admit but anxious to have it understood by the party leaders that the one-sided system of opening the British markets to nations which levy almost prohibitory tolls on British goods is seriously injuring them. Their views are shared by their workmen, the residuum of whom made and can unmake the present Ministry."

The fact that British exports to Canada are actually increasing, under a tariff which has been vigorously denounced as an "anti-British" one, is something to be remembered in the midst of a general discussion that touches many particulars. But the point to be made here is, that the British nation no longer holds the comfortable belief that its preaching of Free Trade, well sustained by conspicuous example, is fated to convert the world to the same policy. On the contrary, the state of public feeling above indicated shows that the hope so long entertained is now in rapid course of being abandoned. While there appeared a prospect of converting the world to Free Trade, the advocates of that policy for England had a certain argument, and a very strong one, in their favour. And now the practical test, to decide what might otherwise have remained matter of mere speculation, is in course of application. If the Free Trade Theory be indeed true and sound throughout, then no perversity on the part of foreign nations can make England rue her adoption of it. But, as Shakespeare might ask, were he here to take part in the discussion, has England really been true to herself in adopting the Free Trade policy? Evidently this question, for long supposed to be settled and done with, is now reopened. If public opinion in England should after this demand Reciprocity instead of unconditional Free Trade as a basis, then the future historian will have good ground for saying that it was not so much any belief in the inherent perfection of the system, as the hope that other nations might, through England's example, be induced to accept it, to England's special and particular advantage that wrought the great change in public opinion a generation ago. One swallow does not make a summer, nor should it be said that a few lines in a cable despatch amount to proof of a revolution in public opinion. But it is not true that what these few lines briefly indicate is very strongly sustained by a mass of facts already well known and indisputable? Would it be any extravagant speculation on the future to say that England, having tried the system of unconditional Free Trade, and having found it wanting, is feeling her way towards Free Trade modified—in other words, to what is called Reciprocity? Of course the theorists will say "no, that cannot be," but will their assurance in this matter be shared by those who take chiefly business and patriotic views, and who have not upon their shoulders the responsibility of defending a thesis? It seems as if events were hurrying us towards a practical answer to this question.

SPECIFIC DUTIES.

It is a fact worthy to be observed and made a note of, that the strongest objections raised by opponents of the National Policy tariff are aimed against the specific duties. The reason why is easily seen. When foreigners make war upon our rising manufactures it is the specific duties that most effectually bar the way, and afford the surest protection. These duties constitute something that "burts" whenever the attempt is made to break down our market. For the reason simply that they are efficient for this purpose they are detested by Free Traders; for the very same reason should they be heartily sustained by Protectionists. Specific duties make a real protection that cannot by undervaluation or other cunning device be evaded. In countries of such large production as England and the United States, manufacturers frequently find themselves carrying heavy stocks of dry goods that have gone out of fashion, or of machinery or other articles that have been superseded by new and improved inventions. If only ad valorem duties were to be paid, they would gladly value these unsaleable goods low enough in order to get rid of them; nay, they could make the low valuation a reality, and not merely a pretence for passing the Custom House. But where specific duties come in this resort fails, for, the less the real value of the goods the higher is the per centage of duty upon them. In times of panic, too, when English and American manufacturers are on the look out for sacrifice markets abroad, in order, as far as possible, to keep up prices at home, specific duties operate beneficially, by saving the Canadian market for Canadian producers, at the very time when they need protection the most. This is a consideration which has not yet received the attention which its importance deserves, but the time may come when it will be deeply impressed upon the country. Not until the next turn of manufacturing depression comes, in England and the States, shall we understand by practical proof the real benefit which specific duties confer. We have, indeed, seen something of it already, in the case of wheat, and the proof in this case is the forerunner of many more such proofs, as will be seen when the time of trial comes. Before the N. P. the Canadian market for wheat went up and down as was dictated by speculation in Chicago. Our own buyers could not be certain for forty-eight hours together what they were doing. The most skillful estimate of what European markets could afford was liable to be transformed into a disastrous miscalculation by a breeze from that Khor's cavern of speculative wind and storm—the Chicago market. It was nearly a year before the effect of the new tariff in the Canadian wheat

market began to be decided and conspicuous, but now the thing is beyond question. For now twelve months and more the price at Toronto, of No. 2 spring wheat, has ranged from 12 to 24 cents higher than the Chicago price, and from the quotations of the last six months the difference would appear to be settling down to a steady, regular figure, some where in the neighbourhood of 15 cents, which is more than the average cost of carriage between the two points. Steadiness in the home market, and its protection as far as possible from the consequences of disastrous speculation and panic abroad, is a great boon; and the proof by experience which we already have in the wheat market is valuable, because it foreshadows the large and special benefit, in many and various lines of Canadian production, to be expected from the low tariff, as a whole, when the next time of trial comes. And it is of interest just now, when one of the very best features of the new tariff—the specific duty on woolen goods—is being made the object of particular attack, to observe how specific duties are approved of in other countries. For a long time the French tariff has been the most complete and systematic in the world; while its administration has been as near as is possible to perfection. In the Morrill tariff, adopted by the United States twenty years ago, the French system of classification was copied to a considerable extent. But the French tariff, as it has been and still is, has its defects, and the French Chambers are now about to finish a two years' task, that of rebuilding and reconstructing the entire fabric of the tariff, from top to bottom. The long and laborious task is nearly finished, and how what do we hear of the result produced? We are informed of three two facts—that the new tariff will be on the average 25 per cent, or one fourth, higher than the old one; and, next, that it will be a tariff of specific duties entirely, all ad valorem duties to be done away with. These two important facts ought to be widely known in Canada—the Canadian public should be well informed of them—in order that the opponents of Protection in general, and of specific duties in particular, may not succeed in creating false impressions. While the controversy is pending here, it is worth something to know that France is about to increase her tariff by one-fourth, and at the same time to impose old specific duties, abandoning the ad valorem duties altogether. This, be it remarked, is the result of two years' labour bestowed upon the tariff question, in the course of which every dot and line of the tariff has been most thoroughly scrutinized. We do not say that we can in this country adopt the system of all specific duties, as France is about to do; but it will be quite reasonable to say that, while the question is in debate, the example of what France has resolved upon, after long and laborious deliberation, is at least worthy of being considered.

DEFRAUDING THE REVENUE.

There is too much reason to fear that for years past a systematic process of defrauding the revenue of the country has been carried on by means of false invoices, exporters and importers having gone to work in the most deliberate manner for the purpose of decolouring the authorities. We understand that the Customs Department has been engaged for some time in investigating frauds on the part of business men with results which justify the remark made above that dishonest practices have been carried on for years. While perhaps it is impossible to detect all the frauds that the ingenuity of persons intent upon violating the law and robbing the revenue

could devise, it does seem that the practices complained of are in no small degree attributable to a laxity on the part of those whose duty it was in the past to look carefully and assiduously after wrong doers. But that as it may, it is satisfactory to know that the Department of Customs under its present management is determined that honest and straightforward importers shall not suffer as the result of the perpetration of frauds on the part of those who do not look upon cheating the Government as an act requiring the exercise of conscientious scruples. In addition to cases recently referred to in the World, others have since come under our observation. Two of these we now make special reference. It appears that a certain firm in the hat and cap trade, doing business in London, have been in the habit of purchasing in foreign markets, and were furnished with three invoices by the exporter—no containing the true value of the goods, and the other two, need for customs purposes, made out at lower prices. The firm being suspected, the Customs Inspector demanded their invoice book. Having obtained it, he took it to the Custom House and compared it with the entries made there, which comparison showed that for two years the firm had systematically entered their importations at an undervaluation of nearly \$3,000. That sum the Department imposed as a fine. Now comes rather an amusing array of audacity and fraud combined. Another London firm having read in a local newspaper that the house above referred to had got into trouble with the Customs authorities, sent a representative to the office of the newspaper in question to complain that the name of the offending firm had not been made public, a circumstance which left firm No. 2 and other honest houses open to suspicion on the part of the public. Will it be believed that at the very time the indignant firm were complaining that the name of the convicted firm had not been published, the Customs Inspector had in his possession false entries made by themselves! After the Inspector had satisfied himself regarding the frauds practised, he went to the warehouse of firm No. 2 and asked them to exhibit their invoice book. An investigation proved that undervaluations to the amount of some \$3,000 had been made, which sum they will be obliged to pay over to the Customs. And yet this firm was particularly anxious that firm No. 1 should be exposed, in order that honest (?) business men should not rest under an imputation! We learn that on further investigation it was discovered that one of these firms had made no fewer than 404 false entries, every one of which must have been sworn to as correct. For each one of these false entries the offending parties made themselves liable, under clause 76 of the Customs Act, to a penalty not exceeding \$200, or to imprisonment for a term not exceeding one year, or both, in the discretion of the court before which the conviction is had. Now, if these penalties were fully enforced, the offending parties would have to pay fines amounting to \$80,800; while as to the term of imprisonment, that is a calculation which, if the reader be desirous, he can make for himself. In order that there may be no misunderstanding as to the affidavit taken by the importer we quote it in full.

I, the undersigned, hereby solemnly declare that the within Bill of Lading contains a true account of the goods imported in the _____ whereof _____ is master, (or by the railway), (or, as the case may be) from _____ and whereof I (or, as the case may be) am (or is or are) the owner (importer or consignee) that the invoice here produced is the true and only invoice I (or, as the case may be) have (or has) received or expect or expects to receive of the said goods, and that the prices of the goods, as mentioned in

the invoice, which is the actual cost for the fair market value of the goods at the time and place of exportation, and that no discounts for cash are made in the said invoice prices.

Subsection 2 of section 28 of the Customs Act, declares that any willfully false oath be made in any case where by this Act an oath is required or authorized, the party making the same shall be guilty of wilful and corrupt perjury, and liable to the punishment provided for that offence. It is surprising to us that after deliberately conspiring with the exporter to defraud the revenue men can take such an oath and expect to escape the penalty of conduct when discovered. The Customs law is intended to be a living, operative enactment, not a dead letter to be played fast and loose with as it may please business men. If its penal clauses are not to be operative, better have them expunged, for it is the worst farce to have them in the Act if they can be set at defiance with impunity. It is the duty of the Department to see that the law as it exists is observed, therefore when men who, with a full knowledge of its provisions in their possession, go to work to cheat the revenue, they have only themselves to blame if they are made to suffer the consequences of their acts.

PROTECTIONIST FRANCE.

It is the fashion with Free Trade advocates on this side of the Atlantic to take, in a certain way, most unwarrantable liberties with facts. They will with the utmost complaisance speak of Protection in America as something exceptional, and opposed to the system of free exchange which they assume to prevail in Europe. It is not so much that they assert this in so many words; what they most frequently do is coolly to take for granted what they wish to be believed, as if it were something too settled to be called in question. The information which they seek to convey is to this effect: "You Protectionists in Canada and the United States are the advocates of an exploded system, which the great European authorities have long ago cast aside as a delusion. In keeping up the delusion of Protection you are simply isolating yourselves from the commercial world, and running counter to the spirit of this progressive age." It is necessary that the false implication thus conveyed should be squarely met, and the real truth of the matter made as public as possible. Free Trade has indeed been adopted by Great Britain, the country whose foreign commerce is greater than that of any other country in Europe, or in the world. But Protection as a permanent National Policy has been definitely adopted by France, Germany, Italy, Spain, Portugal, Austria and Russia; and we may ask how much of the European Continent is left after these are counted? It has been adopted also by the United States and Canada, and by one of the Australian colonies—Victoria—with the prospect of its being adopted ere long by the whole of the Australian group. All this being true—and who can deny it?—what presumption is it on the part of Free Traders here to lecture us as if their system were the rule in the civilized world and ours the exception. Exactly the contrary is the fact; taking the commercial world all together, it is Protection is the rule, and Free Trade which is the exception. In the trade controversy the burden of proof should rest upon the minority—upon those who advocate an exceptional system, at variance with the general custom of the commercial world. The true state of the matter may be shown very forcibly by drawing attention to what is now going on in France, a country which in many things leads other countries, and gives examples which they follow. For about two years the French Chambers have been engaged in framing a new general tariff, and the work is now very nearly finished. The Senate will within a few days send back to the Chamber of Deputies the tariff bill, as received from the latter, with amendments by the former. It is not believed that the Senate's amendments will give rise to any protracted discussion in the other Chamber; indeed, M. TIRARD, Minister of Commerce, hopes to have the measure completed and passed before Easter. He thinks this desirable, it is said, in order that negotiations for commercial treaties with foreign countries may as speedily as possible be brought to a conclusion. The French Government, apparently,

has determined that the country's general tariff must be completed and on the statute book before taking seriously in hand the question of the convention tariff, embracing concessions to foreign nations. As regards England, the present situation may be briefly stated. The treaty of 1860 would in virtue of notice given, have lapsed more than a year ago, but in October, 1873, a provisional arrangement was made, by which it was to continue in force for six months after the day when the new tariff became law in France. With the prospect that the new tariff may become law before Easter, the duration of the existing arrangement is seen to be drawing near to its close— perilously near, so says the London Times. If no new treaty be made with England in the meantime, then the trade between the two countries will be governed from next October onwards by the most unfavourable regulations. From the same authority let us hear what kind of a measure the new French tariff is. "The general tariff," says the Times, "will be applied to all countries not having separate commercial treaties with France, and is certain to be severely protectionist in its character. Unfortunately, so far from finding the French people prepared to enlarge and liberalize the system established in 1860, we have to deal with a determined backward movement towards protectionist ideas." Listen to these emphatic words, ye who would have us believe that the Free Trade system is gaining ground in the civilized world; and consider what effect the example of France is likely to have on other nations. What is the probable future of a system which France, Germany and the United States of America have definitely and permanently repudiated? What presumption there is on the part of those who would have us believe that in adopting Protection we are going against the spirit of the age, and against the example of the most enlightened nations. The truth of the matter is that, while on the Protectionist side we find the United States of America, and all the great powers of the European Continent, England remains to-day the solitary example of a great commercial nation adhering to Free Trade. The smaller nations of Europe do not count for much, and countries outside of Europe, which are without manufactures, and which are backward in their progress, need not be counted at all. It is scarcely to be expected that efforts for a new Anglo-French treaty will wholly fail, the probability being that ere six months be past some arrangement or other will have been arrived at. The French Government may think it worth while to make concessions to England, for political if not for economic reasons. France does not wish to stand alone among the Powers, and may be looking forward to a time when the neutrality, if not the alliance, of England, might be of great importance. The friendly feeling between the two countries has been growing of late, and, as above said, political reasons may prevail, even though economic reasons draw the other way. The old treaty had its origin, not so much in any conversion of the late Emperor Napoleon to Free Trade views, as in his policy of political co-operation with England. However it came about, it happened that he and the late Lord Palmerston had a European policy upon which they agreed together; and it is certain that, though the commercial motive was stronger in England, the political motive was the real determining influence in France. The motive political is probably as strong now as it was then, and it is likely enough that French Protectionists may be willing to concede a good deal for the sake of keeping up friendly relations with England. England, for her part, has nothing to concede, having already conceded everything, or almost everything. Mr. Gladstone has, indeed, had it in contemplation to make certain reductions in the wine duties, which would be favourable to France; but this he had to abandon for the present, pending the result of negotiations. What sort of a treaty, if any, may be agreed upon within six months, remains to be seen; but meantime let Free Traders on this side of the Atlantic "draw in their horns" a little, and cease boasting to us that their favourite system is that of the civilized and commercial world.

Two Canadian tobacco factories are to be established shortly at St. Charles, Que.

THE CATTLE TRADE

A new Order-in-Council has been issued regulating the export cattle trade, so far as vessels that have carried cattle from United States ports are concerned. The previous order (which provides that no vessel shall embark cattle at a Canadian port that has carried cattle from a United States port until after the lapse of thirty days, and then only after a thorough cleansing, under the superintendence of the inspecting officer) remains in force. Any vessel upon which has been found cattle suffering from the foot and mouth disease shall not be at liberty to carry cattle from a Canadian port until after the lapse of sixty days, and then only after a thorough cleansing has been effected. Three vessels that have carried cattle suffering from Pleuro-pneumonia shall not embark cattle at a Canadian port until after the lapse of ninety days, and a thorough cleansing of the vessel.

EDITORIAL COMMENTS.

The North American (published at Philadelphia) says: "It is a dismal picture which the hoop iron manufacturers of this country have presented to the notice of the Secretary of the Treasury. Mills closed, operatives starving and capital idle, because foreign producers are allowed to undersell in our home markets, for home consumption, important items of commercial need. In the spirit of that vital principle of a republic, protection to native industry, Secretary Wixson ought to look into those Treasury rulings promptly."

The following is a statement of the revenue of some of the smaller colonies: Fiji, in 1879, was £76,609, and the expenditure £71,108, on December 31, 1879, the excess of liabilities over assets was £169,764. The revenue of Gambia in 1879, was £28,523, and the expenditure £20,649; on December 31 the excess of assets over liabilities was £13,630. In St. Helena the revenue was £14,184, and the expenditure, £12,453; the excess of liabilities over assets was £8,538. Sierra Leone had a revenue of £74,330, and expenditure £59,801; the excess of liabilities was £4,594. The Transvaal revenue was £93,408, and the expenditure £177,595; excess of liabilities over assets, £410,770.

In the Pall Mall Gazette of the 31st of March we read: "A large meeting of workmen was held in the Assembly Hall, Mile-end-road last night, to denounce the bounties granted by certain continental Governments to the sugar refining industry in their respective countries, and to demand the imposition of a countervailing duty on sugar imported from these countries and competing advantageously with sugar refined here. Lord CLAUD HAMPTON, M.P., president, and Mr. RITCHIE, M.P., Mr. STEWART, M.P., and Mr. T. THORNTON, M.P., were among the speakers. Several letters of apology were read. One from Lord SALISBURY expressed the hope that means might be found to mitigate the injury inflicted upon the industry, while the Earl of DUNDEE and Mr. FAWCETT said they could not advise the adoption of retaliatory duties."

An English exchange says a pamphlet recently published by M. MALACZE gives an interesting account of the French school savings banks—an institution of which France up to the present time can boast of having a monopoly. In the year 1848 savings banks were established in upwards of 10,440 schools, and since that time they have rapidly increased, particularly in the southern and central departments. In that of Aube the number of banks has risen from 272 to 337, and deposits from 4,815 to 6,077, the actual moneys being 23,850 f. in 1878 and 45,918 f. at the end of 1879. In Euro et Loire there were but thirty banks in 1877, and ninety-four in 1879, with 2,512 scholars owing banking accounts amounting to 402,405 francs in the aggregate. In Hérault the number of banks had increased in one year from 97 to 207, of accounts, from 1,768 to 2,845, and of moneys, from 12,730 to 21,480 francs. In departments in which this useful system had not taken root, the education inspectors were very energetic and successful in encouraging it, particularly in the rural districts of Haute-Alpes, Ardèche, Creuse, Dordogne, and Haute-Garonne, which at the present time number ninety school banks, of

which twenty-eight are in the city of Toulouse. There is a large natural instinct towards thrift in the French peasantry, and such institutions as these will tend, more than any other, to develop it in the young.

From the Pall Mall Gazette we obtain the following particulars respecting the operations of industrial and provident societies in the United Kingdom in 1879. The societies in England and Wales numbered 957, and their members 504,117. The capital amounted to £5,374,179, with £1,324,970 on loan and deposit. The sales of goods amounted in the year to £7,816,037, and the profits to £1,691,302, obtained at an expense in trade charges calculated at £1,453,308. The stocks at the end of the year were valued at £2,480,044. The societies of Scotland and Ireland are classified separately. In Scotland there were 232 societies, with 98,907 members, a share capital of £373,728, and a borrowed capital of £171,173. The transactions amounted to £2,649,533, the profits to £238,152, the trade charges to £182,450. In Ireland there are only six societies, with 637 members and £7,815 capital, of which £400 was a loan. The net profits are set down at £1,482. Over 100 of the societies in England and Wales neglected to make returns, 62 societies were dissolved, and 42 new ones registered in 1879. In Ireland three societies were broken up. The profits made by single societies of course varied considerably in amount; the Civil Service Supply Association of London, taking the lead with £110,420.

CANADA'S MANUFACTURES.

Listowel has a glove factory making 60 different styles of gloves and mitts.

Vanstone Brothers, of Brussels, shipped 650 barrels of flour to Antigonish, Nova Scotia, the other day.

The Pioneer Beet Sugar Company, of Cotirock, has just received twenty-two thousand pounds of sugar beet seed imported by them from Germany.

Something less than a year ago, about twenty gentlemen, of Brampton and vicinity, organized the Haggert Brothers Manufacturing Company at that place, to carry on upon an enlarged scale the business of making agricultural implements, etc., which was begun by Messrs. Haggert Bros. over thirty years since. And a very complete and handsome place they have, worthy of the reputation established by the firm. The authorized capital is \$250,000 (Messrs. Haggert & Cochrane holding \$95,000 of it) and \$114,000 has been paid up. So successful has the company been that the profits of five months, working up to end of 1880, were no less than of \$11,497. A dividend at the rate of 12 per cent. annually was declared and \$5,500 placed to Rest and Plant Guarantee Funds, which were further increased by a voluntary contribution of \$4,750, being the amount of Messrs. Haggert & Cochrane's dividend for the five months, certainly a very unusual piece of generosity.—Moncton Times.

A new mining company has just been formed in Quebec, called the Quebec Mining Company, with its head office in Montreal. Its object is to work, by hydraulic power, certain gold properties in the Des Plantes, St. Francis and Boyer rivers. Its capital is \$300,000 in 100,000 shares of \$3 each. A sufficient amount of stock has been sold to open operations at once.—Witness.

A Montreal telegram says the amount paid by the Montreal parties for the Kingston locomotive works was \$75,000, the purchasers to assume the debts of the concern.—Wig.

An American capitalist, with an American engineer, an American foreman and American workmen, is coming to St. Stephen to start a cotton mill. Americans are arriving in Nova Scotia and Cape Breton every few days to engage in mining enterprises. A number of Americans have come on to work in Moncton industries and more are being negotiated for at the present time. Sixty-four persons landed at St. John from the American boat one day last week. All the indications are that taking next fall with this spring (there was a great reaction last fall to the spring exodus) the figures will be in favour of the provinces, if anything.—Moncton Times.

In an article on manufacturing in the Maritime Provinces, the Moncton Times says: "A very important movement in the direction of manufac-

turing is on foot in Hants County. As the spring is coming on, the elements of the various Ontario and American firms engaged in the manufacture of agricultural implements are preparing for business, some Hants gentlemen were struck with the idea that there is an opening for an agricultural implement factory in their province. The result has been the formation of a company with \$150,000 capital of which Messrs. E. Churchill & Co. are an enterprising firm of Hants-County down for \$10,000. It appears to be \$10,000 worth of the larger class agricultural implements alone to be sold in Nova Scotia each year, not taking into account the sales in Prince Edward Island, which are probably larger still according to population, and the very large sales in New Brunswick of thousand mowing machines and each year, three thousand horse rake, eight hundred reapers, and so on, and there is no good reason why all the Maritime Provinces should not be supplied with agricultural implements manufactured within their borders.

On Tuesday afternoon Mr. Gagnon, Montreal, representing a company of capitalists who contemplate the erection of a large elevator, arrived in Prescott for the purpose of examining sites, obtaining information, etc. While in Prescott he will be met by members of the Council and the leading local capitalists, after which it is likely a public meeting will be called to see what action the town shall take in the matter.

Messrs. Ward & Cairns, of Prescott, have been awarded the contract for erecting the addition to the Stormont Cotton Company's mill at Cornwall. The estimated cost of the addition is over \$60,000.

The Moncton Times says Messrs. Shaw & Murphy (of Humpfrey's mills, Moncton Parish) have for some time been corresponding with the makers of machinery used in woolen mills, with the idea of ascertaining the probable cost, etc., of a new departure in the direction of spinning and weaving. They have interviewed Mr. Walker, the English gentleman who has been in the province in connexion with the sale of machinery for cotton mills, who is willing to guarantee all the machinery that they may require, but nothing definite has as yet transpired. The new line of manufacture would embrace various kinds of woollen goods, and of course the extent of the operations would only be limited by the demand. There are excellent facilities on the premises for the establishment of a woolen mill. The water power is abundant, and the mills being situated close by the main line of the Intercolonial, there are excellent facilities for shipping. The gentlemen who have the matter in hand are both highly practical men, and should they undertake the establishment of a woolen mill there is no doubt it would soon become an important labor employing industry, proving profitable both to the promoters and the community. The proprietors of the Port Eglon (Westmoreland County) Woolen Mills, Messrs. John Read & Sons, contemplate further additions and improvements to their factory, necessitated by a continuous and rapidly increasing business. They have ordered a new 75-horse power engine, and will erect a large building for a dye house and office. The firm are shipping tweeds to the Upper Provinces, having made a shipment of 200 webs a short time ago. These goods are pronounced to be of very superior manufacture. When the Cape Tormentine Railway is built it will be a great accommodation to the Messrs. Read as well as the entire community. The road is a necessity and should be built.

The Montreal Cotton Company paid the first of their quarterly dividends of 10 per cent. on the 4th inst.

In the House of Lords on Friday last the Duke of Argyll said he heartily approved of every measure which would tend to increase the ownership of land in Ireland. He thought the Government's scheme tended to paralyze the ownership of land by placing it under limitations unknown in any civilized country. Under this scheme neither landlord nor tenant would be owner, but the ownership would be in commission or abeyance. This would result injuriously to agricultural interests in any country and especially so in Ireland. He felt he could not, as an honest man, be responsible for recommending the scheme, as a whole, to Parliament. He regretted to separate himself from his friends, especially Unionists.

A NEW GRAIN ROUTE

best Lawrence route is about to be opened up of another grain route from the West which will direct traffic between Montreal and Chicago...

TABLE OF DISTANCE. Miles. Montreal and Port Hope 127, Montreal to Peterboro 130, Total 257.

Thus the new route brings Port Hope nearer to Lake Huron (for Georgian Bay) merely an arm to that lake by 37 miles...

THE WELLAND CANAL.

The Welland ship canal is making progress towards completion, and it is believed that a few more months will see the largest vessels on the lakes passing safely through it from Lake Erie to Ontario.

ARRESTED FOR SMUGGLING.

The Montreal Messenger says - Last Monday a girl from Ogdensburg was seized by the customs officer here, and a telegram was sent in her name...

his breakfast in the morning, and for these and other services charged him \$10, though this sum was reduced afterwards to \$5 per cent. on finding both prisoner and his counsel unwilling to pay such an exorbitant fee...

THE CHAUDIERE BRIDGE REVENUE FRAUDS.

On Friday last we published an article from the Montreal Times on the manner in which our revenue had been defrauded by Clarke, Reavey & Co., an American firm, connected with their importation of material for the construction of the Chaudiere Bridge...

Extra duty collected at one port (Cliff on) on iron bridge material imported by the firm above named - Invoice No. 1 \$3,795 00, Invoice No. 2 2,240 75, Invoice No. 3 2,240 00, Invoice No. 4 2,240 75.

THE COAL TRADE.

Under the "three day system" the weekly output of anthracite coal has been reduced to about the same figures as those ruling last year. It has been determined on the part of the operators to lease the production upon the demand, in order to maintain a satisfactory but not unreasonable price for their product.

Table showing coal production in tons for years 1876 to 1880. 1876: 2,163,129; 1877: 3,209,000; 1878: 2,742,730; 1879: 4,727,100; 1880: 4,222,980.

It appears that we are this year 1,242,249 tons in advance of last. The Bituminous section of the coal trade continues in a satisfactory condition as to production. The Clearfield folks are giving the George Creek companies a lively rub, and the active competition gives both parties an opportunity to show a little bad blood.

points, and at Honesdale and Hawley is less than last year at this time by some 600,000 tons in general distribution, and believed to have been made solely in the hope of improving "business" in our opinion, we strongly cling to the idea that it is the other way.

LONDON GROCERY MARKET

London, April 8 - In Mining Lane market are still very restricted, but some increase in the demand is expected after Easter, as the weather is favourable, and trade reports from several quarters are rather improved.

THE APPLE TRADE

Cable advices from Great Britain are unfavourable, owing to heavy receipts of apples from the United States. Last week the shipments from New York alone were 15,687 bbls, making the total exports from that city since January 1st of 136,251 bbls.

BRITISH GRAIN TRADE

Liverpool, April 9 - A leading circular says: The grain trade is very steady, with little apparent activity. The various spot markets continued strong, and prices, except in a few cases where they advanced a shilling, were maintained.

A CORNER IN PORK IN CHICAGO

Chicago, April 9 - A sharp rise in the price of pork today caused intense excitement on the Board of Trade, and made the depositing of margins the principal occupation of a large class of dealers.

NEWS ITEMS.

The gold returns of New South Wales for the year 1880 show a total yield of 77,807 ounces, valued at £271,048 15s sterling. The number of ounces received at the Sydney mint was 116,000 52, valued at £434,337 7s 7d.

An English writer says that there are 300 mills of different kinds on the River Thames, and that they average eight horse power each, equal to a consumption, in a year of 300 working days, of 108,000 tons of coal.

The Paton Manufacturing Company of Sherbrooke, Que., are making several improvements to their woollen mill, the largest in Canada, they are putting in two new boilers to be set with the Jarvis furnace. The Canada Cotton Company are also contemplating enlargements and improvements to their mill at Cornwall, Ont.

Murphy, David J. Adams, Capt. Richard Schry of this port, arrived in Boston the 22nd inst. from a ten days' trip, and sold her catch for \$2,117. The crew shared \$107 each. Same day Mr. Martin, Capt. Charles Martin, sold his trip for \$1,784. Crew shared \$94 each. Schry Charles S. Tappan, Capt. Bentley, has stocked the last three weeks in ball-dock fishery \$3,200. - Cape Ann Advertiser.

A purchase has been made, by a company of American capitalists, of the mines of Titanic iron and the works in connection therewith at St Urbain, on the north shore of the Lower St. Lawrence. It is stated that the principal drawback hitherto experienced to the successful working of these mines, namely, the inability to separate the Titanic acid from the iron, has been overcome by a recently discovered process, which permits of such deposits being profitably worked.

Since 1871 the grain crops of the United States have been valued at the enormous sum of \$10,000,000,000, or an average of \$1,000,000,000 per annum. Of this total, about one-half, or \$5,000,000,000 has been the value of the corn crop, while the wheat crop during the same period has aggregated a value of \$3,500,000,000. In the year 1880 the United States exported 144,493,007 bushels worth valued at \$171,420,193, and 7,128,164 barrels flour, invoiced at \$39,613,847.

Work has been commenced on the mammoth elevator at Grand Point, which will be the largest ever occupied in Philadelphia, and will add materially to the convenience and shipping of grain to foreign points. Pressing necessity exists for an additional grain elevator at the port of Philadelphia. The necessary funds for the erection of another elevator during the present year can be obtained without the advance of additional capital on the part of the Pennsylvania Railroad Company. The estimated cost of this improvement is about \$600,000. It will have a storage capacity of 2,000,000 bushels, and will give increased facilities to shippers amounting to double those now enjoyed.

Georges fish have been in improved receipt the past week, 42 arrivals having been reported, with excellent fares, aggregating 1,228,000 lbs. split codfish, and 12,600 lbs. fresh halibut. The number of bank arrivals has been 4, and the receipts 126,000 lbs. halibut. Four Grand Menan arrivals have been reported with 140,000 lbs. codfish; 3 from do, with 12,000 lbs. halibut; and 2 from bearing voyages. Last week there were 12 bank arrivals with 280,000 lbs. halibut, 3 from Georges with 165,000 lbs. codfish and 4,500 lbs. halibut, and 3 from Grand Menan with 280,000 frozen herring. - Cape Ann Advertiser.

One of the novelties in water wheels, patented some time since, consists of an endless belt of any suitable construction, passing over an upper and lower pulley, and fitted with a number of water buckets, whose upper portions are formed with a rearward curve to permit them to pass through the water easily at the bottom of the wheel, and whose lower ends are secured to the belt by elastic connections to permit them to turn easily over the pulleys. The weight of the water in the buckets operates directly to drive the upper pulley, which, being fixed to a shaft, furnishes the desired power. The inventor claims for this simple form of water wheel a larger percentage of efficient power, with a given flow of water, than is obtained by the best turbine wheels.

When the venerable Peter Cooper was an apprentice he invented a water wheel to utilize the natural current of the tides. His plan was to cause the water wheel to rise and fall with the tide, at any desired speed, by the action of its own machinery. It was so arranged that the water power could be thrown on a mill, or be made to force compressed air into a reservoir to be used as a motive power to propel ferry boats across the river. This last was to be done by making the hull of a ferry boat to consist of two strong iron cylinders, to provide for the buoyancy of the boat, and form at the same time a reservoir for the compressed

air used to drive it across the river. The wreck of the model of this tide mill is still preserved in the garret of Mr. Cooper's house.

A local rubber company has found it necessary, on account of increased business, to put up new machinery, costing, it is said, \$10,000. Judging from the complaints about the character of some of the rubber goods in the market, we must conclude that, like the Cockney's razors, which were not made to shave but made to sell, the rubbers turned out by some companies were never intended for the hardships of actual service. Unfortunately for the buyers, one pair of rubbers looks the same as another, and it is only when the bottom cuts through or drops off after a few days' wear that they discover there is a difference. The large demand has no doubt tempted some manufacturers to cheapen the stock, and thereby incur their reputation. - Journal of Commerce.

A writer in an unidentified exchange mentions, among the early patented wheels of the turbine type, Krachlin's turbine, with two hollow conical centres surrounded by vertical blades, Parot's turbine, founded on the reaction and centrifugal force of the rotating water, while Poncelot, Cardelbac, Mallet and Ferrus, all in France, have simplified the same so as to lower the price considerably. However, none of these came up to some of our American turbines in regard to the utilization of a considerable percentage of the theoretical power of the fall, say between 80 and 90 per cent. The prevailing defect of most turbines, says the same writer, "is, that even if they give this large ratio of useful effect of the power expended with the full supply of water by a fully opened gate, this ratio decreases largely, and falls to 60, 50, and even 40 per cent when the supply is diminished by bringing it down to half and quarter gate."

The foreign wheat wants of the United Kingdom for the current cereal year are admittedly 16,000,000 quarters, or 125,000,000 bushels, and the deficiency, which late threshing tests have revealed in their last harvest, has not a few to believe that their foreign wants are even more than this quantity. The import requirements of other countries are not nearly so easy to reliably estimate, but enough is now known about them to enable us to arrive at reasonably safe approximations. Those of France were computed only in the season at 40,000,000 bushels, and nothing has since been developed to justify any material alteration in these figures. Belgium, Holland, Germany and Switzerland may be put at 37,000,000 bushels, and Spain and Portugal at 4,000,000. Italy will doubtless export as much as she will import before the year is over. The wants of the remaining importing countries, embracing Central and South America, the West Indies, Cape Colony, etc., may safely enough be lumped at 25,000,000, thus making a total of foreign wants amounting to 231,000,000 bushels.

A western manufacturer says that, with six to eight feet head, the average cost for wheel, flumes, etc., is not far from \$200 per horse power, while at another spot, with 18 feet head, it does not reach \$60 per horse power. In turbines a short feet is one thing and a long feet is quite another. If you have but little water, it is more important to get a wheel that will economize water than one which is simply durable. The turbine differs from the vertical impulse wheel in that the whole of the water in the turbine is acted upon by the water at the same time and continuously, and the water glides from the opposite edge to that at which it enters. The gross power of the fall is measured by the product of its height by the weight of water passing. This product is 550 foot pounds per second per horse power. With an efficiency of 7, it takes 783 foot pounds per second per horse power; that is, under these circumstances, with one foot fall, 127 cubic feet of water per second will give one horse power net. With a fall of 101.6 feet, one-eighth of a cubic foot per second, or 7 1/2 per minute, would give one horse power. - N.Y.

So long as taxation is looked upon as a thing to be shifted from one's own shoulders to our neighbours, it may be expected to assume all sorts of fantastic forms. There is a curious and abnormal tendency, in some of the States, to raise the entire revenue required for the local governments from corporations. Pennsylvania has abolished all taxes both on real estate and personal property; and most of the revenue is raised by taxing corporations and partnerships. The State of New York is looking in the same direction. By the new law of assessment, it is estimated that two millions out of the nine millions of revenue will be raised by a tax on corporations, other than banks and insurance companies. If the latter be included in the definition of corporations, the proportion of revenue raised by this means will be much greater. What are the chances that the examples of Pennsylvania and New York will be followed by other States? The danger is, of course, that the farmers forming a majority of the constituencies in the agricultural States, may fancy that they can in this way shift the burden from themselves. In the absence of a true knowledge of the principles of taxation, almost anything may happen. Something of course must be allowed for the tendency of all one-sided schemes of taxation to produce their opposites. But what the end will be, no man is wise enough to foresee. - Monetary Times.

SPRIT OF THE COMMERCIAL AND INDUSTRIAL PRESS.

COMMERCIAL PROGRESS

(Frederickton, N. B., Capital)

The progress of a country, in a commercial point of view, depends on a very great extent on the knowledge which that country possesses of the wants of others, and of its ability to supply these at remunerative rates. When this knowledge is wanting, trade languishes, the artisan and manufacturer do not know upon what articles to bestow their labour. Young countries, like our own, are too apt to follow, nearly to the exclusion of all others, one particular line in the manufacture of their staple products. We accordingly turn all or no rivall of our soft woods into deals while our hardwoods are sent to Great Britain in the shape of ton timber, and regard less of the fact that there are annual exports from the United States to European ports many millions of dollars worth of hard as well as soft woods, in many and various forms. Do we but possess a small portion of the knowledge of foreign markets which our enterprising neighbours do our reliance on deals and timber would be much less, and we could manufacture many small articles, especially of hard wood, with which our country abounds, upon which much more labour could be employed here than is required in the deal manufacture, and which would consequently have much more money among us. We find that Belgium government now requiring its comers abroad to furnish the same government not only with a description of the articles imported into their various countries, but also with specimens of such as they think can be produced in Belgium; they require to give the price of the articles, as well as to answer the duty imposed upon the same, and all other useful information bearing upon the matter. Germany has lately begun to require the same of commercial travellers, where specimens of the same are submitted, and not only in the Chamber of Commerce of Nuremberg, which in 1877 first started this idea, but also in various other cities in various parts of the empire. A late French paper of lauding is urging a similar course of procedure on the part of the people of the Republic. We are of our Chamber of Commerce to appoint a committee to take this subject into consideration, and to obtain information from European Chambers of Commerce, or from such other sources as would be most reliable, of the various articles of wood which were used by the people of their various countries, with their uses, and all other information relating to the same, and we might be greatly benefited as well as made more profitable to our people. We would suggest even to our Government that they should encourage inquiries to be made regard to this subject, and that information, when so obtained, might be given to the public either through some of our leading journals or be embodied in a report which could be circulated among the people in general.

EMIGRATION TO THE DOMINION OF CANADA.

(Halifax, N. S., Canadian.)

To learn of our recent advice that certain members of the Syndicate have gone to England to arrange in conjunction with the authorities in the United Kingdom for the emigration from the British Isles of labourers and the construction of the Canadian Pacific Railway. The great object, we doubt, has been to gain in view with regard to the transfer of this population on to the great North-West economy, and the best mode of placing the new settlers on the land from being transported with by American railway means, and the possibility of being conveyed by runners, and others on route. As this subject has been, no doubt, looked upon as a serious point of view by the inhabitants of the points where they are likely to land in the Province of Nova Scotia as a source of profit; by the owners of steamship companies like in Nova Scotia, and by the Government and the Syndicate, which we infer means the success of the scheme and the progress of the great national undertaking, we are entitled to offer a few suggestions on the subject. Let us then suppose that the immigrants are landed by a Quebec; they must be provided with the Intercolonial railway to some place at the point of departure for the North West. They would naturally never be sent over the American railways, because the expense would be too great, and the risk of losing them by misperceptions of the agents above alluded to, would be also productive in this connection. Arrived at some point then, from which they could take their departure for the scene of their future labour, they would require to be sent by a safe and expeditious mode of carriage by water, wagon, rail, and rail, consisting a considerable drain on the resources of the Government and Syndicate jointly. Now any scheme which would land them at their destination cheaply and entirely under the control of the Government, would be decidedly an advantage, both for the immigrants and the company; and it is conceivable that the company could be made to do so.

It is a very important and somewhat novel judgment has just been rendered by the Court of Appeals for New York State on the subject of the action was one for deceit, and was based upon untrue representation made by the defendant about the standing and capital of a firm of which he was a member. The plaintiff having sold goods on credit to the firm, relying on such representations. The reply in the case is that the representations were not made in the plaintiff's or any one on their behalf, but to the mercantile agency of Dan, Barlow & Co. It was objected that such representations having been made to independent parties, and having no reference to the purchase afterwards made from the plaintiff, could not be the basis of an action. The Court, however, took a different view of the case. Judge Rapallo, in delivering judgment, pointed out that, according to the evidence, credit was given wholly on the strength of a report obtained by the plaintiff from Dan, Barlow & Co., which report was based on

UNTRUE REPRESENTATIONS TO MERCANTILE AGENCIES.

(Monetary Times.)

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CANADA'S RELATIONS WITH SOUTH AFRICA.

(Monetary Times.)

While Canadians are striving to develop to the full the resources of their undeveloped land, it will not do, in a narrow sense, to have the raw material for manufacture and production by a building upon the home market, as a foundation on which to establish a future foreign trade, to the neglect of the main aim of their effort in their devotion to the present in and to the future. If a manufacturer cannot command the home trade he has no chance of foreign. But there are some classes of Canadian manufactures and products which may now begin to extend beyond the sphere of the domestic market, and as these develop more fully new outlets must be found in order to maintain them in a thriving condition. It will be well to say that, in Canada, the leading lines in which the Americans find an export trade profitable are such as Canada can take a share in. It is a matter of some surprise that Canadian manufacturers are not more alive to what are the actual opportunities of their American neighbor in the development of their markets for their goods. Take the case of South Africa. Here is a country where European population within a few miles of the British Colonies on the Free State, no amount of population, and whose native population within the same limits is three millions. This land, as well as the great and developed and civilized interior of which it forms the main avenue of entrance, is a natural field for a good many leading lines of products and manufactures in which Canada is able to compete to comparatively better advantage than the United States. Yet the American have a virtual monopoly of the trade, which is increasing with an extraordinary rapidity. The furniture and wooden wares which are to be used in the future by the growing colonies; the agricultural implements; the road vehicles; the various kinds of hardware; the labor; and the kinds of wares so demanded by the market, must hereafter be sought in American rather than English or European sources, and the Canadian merchant becomes aware of this as an event which must follow in the natural course of things, the sooner they will obtain the share of this trade to which their position seems to entitle them. Few Canadian merchants have any idea of the trade which has grown up in South Africa and now into America has been with the past few years. In 1878, the American sent goods into the Cape to the value of \$1,250,000, and \$1,000,000 to the amount of \$1,500,000, the total export to the Cape, including the West Coast colonies, sent in Man lines (the American trade with which is comparatively small), being \$2,250,000. The same to late 1879, the value of the United States was only \$330,000 in 1877, and \$300,000 in 1878; and comparing the amount of the former year with that of 1879, the figure are nearly doubled. Nearly the same proportion held good with regard to the Cape Colony, thus showing a rate of growth as greater than any other foreign country can show in these colonies, not excepting England herself. The fact of this increase of American trade in British South Africa is not apparent to casual observation—except in the colonies in question—for the reason that a

great proportion of the trade is done through London through the American axes, and the cultural machines, cabinet makers, and iron and steel, and their way is made through the London merchant by steam to the Cape and South Africa by irregular shipment per sailing vessel from New York and Boston. This very fact prevents Canadian merchants from an advance which, from their ignorance of what their American neighbors are doing, they have failed to avail themselves of. Another circumstance which should also encourage Canadian rather than American intercourse with South Africa, in the opinion of some persons, is the fact that these colonies would have a natural sympathy for, and a prejudice in favour of, Canadians as the people of a sister Dominion, the colonial offspring of a common mother empire. But trade is too cosmopolitan to justify us in placing much reliance on a preference of this kind. An opinion has prevailed in some quarters that the southern colonies will form themselves into a Dominion of which Canada will be in a great measure the model; and any relations that will draw the two peoples commercially nearer will not only prove a mutual benefit materially, but will bring them into closer intimacy from a social point of view. But there is a large party there opposed to federation, and, for the time, the scheme may be said definitely to have failed. Very little reference has even yet been made to these distant colonies by members of Parliament in the respective governments; and on the other hand, so far as we have been able to judge there exists even a greater ignorance of this Dominion among the governments and people of South Africa. Indeed, that there has been any social or political intercourse between the two countries, the facts above stated would not be in any way fresh, and the inferences drawn would be common place platitudes rather than truths which require yet to be impressed.

BOYS NOT PERMITTED TO LEARN TRADES.

(Chicago Tribune.)

The current number of Harper's Weekly contains a cartoon, evidently by some new artist, and very much in the style of Hogarth. Upon one side three young lads are applying to a skillful workman at his bench for a chance to learn his trade. The workman replies: "Want to learn the trade, eh? No, no, we can't allow apprentices. The 'Union' won't allow it. You would cheapen the price of labour." On the other side we see the result of the refusal. The same three lads, grown into young men, are leading in a "ramble room" drinking whiskey, smoking, and reading the *Punch*, and the effect is thus described: "Innocent, intemperate, and dishonest young men. Inferior work through the enforced employment of incompetent workmen." The cartoon is entitled: "One reason why there are so many idle young men." The picture is a strong and striking one, and it tells a story the truth of which is becoming more and more apparent every day in this country. There never was a time when there was a greater demand for skillful American workmen, and there never was a time when the owners of our workmen were more anxious to meet the demand. The advance of knowledge and scientific research is continually opening up new departments of mechanical labour and expanding the old ones. The great demand of the day is for intelligent, skillful labour in our workshops and manufacturing factories, and in connection with the great railroad, steamship, and telegraphic systems of the country. It is a constantly increasing demand, for people are using five times more of mechanical products than a generation ago, and yet American workmen are not recruited by American labour. It is not of our own doing that we are short of workmen, but that we are short of the right kind of workmen. It is a serious fact that our boys will not go into the country to work on farms, and only a few of them are capable of success in the overcrowded professional pursuits. The American boy in town or city who has a "trade" is fast becoming a rare and costly commodity. American boys are unwilling to remain upon farms as city boys are to them. The result is that they flock to the cities and join the great throngs who are shut out from mechanical vocations by the bill of exclusions of the trades unions and other causes. What is the result? They live lives of idleness and gain a subsistence by questionable expedients. They become street rascals, vagabonds, and loafers, and do nothing else to do. The places which they might fill or occupy by foreign workmen. These are the objects in American boys learning trades, but they do not object to the importation of boys of those lands of foreign mechanics. These aliens are at once admitted to their unions to compete with them for work. They exclude American boys but they may when they have learned trades compete for work, but they don't exclude the hundreds and thousands of ship loads of foreigners who seek this

country to compete with them for employment. There is a shocking inequality in this action of the trades unions. And there is a blind ignorance in it, for if American boys were allowed to learn trades they would supply the increasing demand for more artisans, and the foreign mechanics would stay at home, their services not being needed. But, as the ranks of skilled workers are not filled by American boys, foreigners are imported to meet the demand for more workmen. Why is it that the trades unions do not perceive the practical effect of their prohibitory rules against apprentices, and change them? It is high time that something was done to mitigate the crying evil which is crowding our cities with idle young men, and if there is no other way to accomplish it then the people should reform or smash these unions, which are accountable for it. It is the shame of this country that the vigour and intelligence of our youth are being squandered and frittered away, and that our young men, instead of working at useful trades, are living on starvation wages as clerks and shop boys, or, falling to secure even this poorly paid kind of employment, are growing up to be hoodlums and vagabonds, gamblers and rascals, and reinforcing the criminal classes, filling jails, bridewells and penitentiaries. A reform is necessary, and can only be found in opening the doors of the workshops, mills, factories, forges, to all American boys who seek to become skilled artisans and useful, independent, and productive citizens.

PREVENTION OF SNOW BLOCKS ON RAILWAYS.

The return of the snowstorm in the North of England and the frequent snow blocks on the railways, call for serious consideration whether efficient steps to prevent the occurrence of such events in the future may not be devised. Mr. H. J. Paton, of Edinburgh, indicates how he thinks this may be best accomplished. First, in place of the wooden screens now employed to prevent the snow drifting on to the line, strong snow works of at least double the height of the wooden screens, and formed somewhat after the manner of the Dutch water dykes, though, of course, not so strong, should be thrown up along the exposed sides of the railway line. Parallel with the outside base of the earth screen, a large trench should be formed, sloping gradually up towards the side. This would form a sort of trap, into which the snow would drift. In places where the line is very much exposed, a similar outer earth screen, parallel to, and at suitable distance from, the inner one, should also be thrown up. This latter would break the force of the blast, and the inner screen would effectively protect the line from drift. Provision, of course, would be made for outlet when the snow thawed. Second, exposed parts of the line should be planted or fringed with hardy northern trees and brushwood. These would form a most efficient screen from snow drift. Third, parts of the country through which the line passes, and which are exposed to severe blasts, should have clumps and belts of trees judiciously placed, so as to intercept the blast and divert the drift from the direction of the line. Fourth, an efficient apparatus for clearing the line of snow should be maintained, and the meteorological knowledge now available be utilized by the railway companies in the way of preparing for the coming of predicted snowstorms. If steps of the kind above indicated were adopted, I venture to assert that snow blocks would become a thing of the past, and I trust that equally as efficient measures may be adopted by the railway authorities for securing that desirable consummation.

OFFICIAL ANNOUNCEMENTS.

The Canada Gazette, of Saturday, contains the following appointments:— Mr. John Kelly, of Port Augusta, in the County of Queens Prince Edward Island, is to be Harbour Master for the Port of Hillsborough River, in the said County of Queens, above Charlottetown. Mr. William Thompson is to be Harbour Master for the port of North Bay of Inverness, in the County of Victoria, Nova Scotia. Mr. Ephraim Newell, of Cape Sable Island, is to be Harbour Master for the port of Barrington, in the County of Bonaventure, in the Province of Nova Scotia. The return of Mr. Amyot, of Bellefleur, is granted. Charlottetown, P. E. I., has been added to the list of ports into which the importation and introduction of animals are allowed. The other ports on the list are Halifax, St. John's, N. B., and Quebec. A circular from the Colonial Office is published relating to the employment of soldiers under colonial governments, the provisions of which are as follows:— 1. Soldiers will not be employed under colonial governments without the sanction of the Secretary of State. Applications for such sanction will show: (a) What is the nature of the employment for which the soldiers' services are required; and (b) what is the expected duration of such employment. 2. The conditions under which the soldiers' employments can be sanctioned will be determined by the Secretary of State according to the circumstances of each case. 3. It is one of pressing necessity that general or other officers commanding a foreign station may exercise a public employment provisionally, pending the result of an application to the Secretary of State. Soldiers who are employed will be sent to draw pay from army funds, pending an undertaking to that effect, and will have no claim to army allowances.

TORONTO PRICES CURRENT.

Table of Toronto prices for various commodities including Groceries, Hardware, and other goods.

Table of prices for various oils, paints, wools, and other industrial materials.

WEEKLY REVIEW.

Weekly review text covering market news, stock prices, and economic observations for the week of April 13th, 1881.

INDUSTRIAL NOTES.

Industrial notes section providing detailed reports on various manufacturing sectors and companies.

Advertisement for F. J. Mackay, featuring a steamship illustration and text about direct trade between Canada and the Brazils.

Advertisement for Winans & Co., Toronto, listing various types of wools and their characteristics.

RAILWAY MATTERS.

The Atlantic & Pacific Railroad, as frequently termed the thirty-fifth parallel road, is making rapid progress in construction on across the Rocky Mountains...

and drivers are not kept posted, and some of the light work is being placed. The cables are of solid steel and the rollers are of cast iron...

A REVOLUTION IN CAR WHEELS.

Yesterday Messrs. James Harris & Co made their first experimental cast of new car wheels under the Washburn patent, of which they have purchased the sole right for the Dominion...

and drivers are not kept posted, and some of the light work is being placed. The cables are of solid steel and the rollers are of cast iron...

The traffic receipts of the Great Western Railway of Canada for the week ending April 1st, 1881, were:-

Table with 2 columns: Category and Amount. Includes Passengers, Freight and live stock, Mail and sundries, Total, Corresponding week last year, and Increase.

The amount of coal transported over the Pittsburg & Reading Railroad for the week ending Saturday, April 2, 1881, was 107,979 02 tons...

RAILWAY SUPERVISION IN ENGLAND.

Another select railway committee has been ordered by the British House of Commons, and it will shortly enter upon an inquiry into the charges of railway companies and canal companies...

and drivers are not kept posted, and some of the light work is being placed. The cables are of solid steel and the rollers are of cast iron...

A reporter of The International, while in St. Paul the other day, interviewed Mr. Ives, private secretary to Manager J. Hill, of the St. Paul, Minneapolis & Manitoba Railway...

Chicago is usually up to the times and bound not to be left behind in any movement that will 'bring water to their mill'...

It was stated a few days since that the Texas & St. Louis Railroad (narrow gauge) had secured in New York a loan of \$4,000,000. This money, the Republicans insist, will be used to construct about 400 miles of the road...

The London Times says the Land Bill covers the entire area of the widely extended coalfields of Queensland and leaves no inch of ground unleased. It has been warmly and hopefully received.

MINING STATISTICS.

It is essential that statistics be pretty nearly correct in order to be of any use. If figures of a country are not accurate they had better not have been prepared. Errors and exaggerated statements mislead and injury to the cause they are supposed to help and represent...

...the old of the Robinson mine... the leadville paper has not the honor of our acquaintance...

falls of the Niagara River—the rich bed of great Moose River, an analysis of which from large samples we have examined from the mining college in London...

ATMOSPHERIC INFLUENCES ON MINING OPERATIONS

Meteorologists have been warning our mining managers that the atmospheric disturbances are likely to be such as to necessitate the greatest caution as well as the most active exertions in procuring as much ventilation as possible...

the opinion appears to be that the lower the temperature there is more diluting power, but some hold that a high temperature of air prevents an explosion of gas...

FRESH AIR IS ABSOLUTELY NECESSARY TO THE FORMATION OF A FINE COMPLEXION

Italy has decided to construct another colossal tunnel, which will be superior to anything now afoot. The Corporation of Sunderland has passed a resolution instructing the Telephone Company to take down their posts and wires...

SCIENTIFIC AND PRACTICAL.

A REMARKABLE DISCOVERY

The New York Times in an article describing the electrical researches of Professor Maynard, says:—“In the laboratory of the professor is a powerful galvanic battery of six hundred nominal horse power, though capable of working up to a thousand...”

THE ACTUAL COST OF MAKING ILLUMINATING GAS.

An investigation is going on in Philadelphia touching the management of the city gas trust, the gas works being owned by the city and operated by official trustees. A recent witness before the investigating committee was Mr. E. S. T. Kennedy, expert of the New York Mutual Gaslight Company...

hours. That charge will weigh from 215 to 230 pounds. The returns are set six to a bench, and in drawing the coal one-half of a bench is opened every two hours...

WATER GAS.

The use of “water gas,” as manufactured by the decomposition of water over heated coal, although rapidly extending, is now seriously opposed on account of its poisonous qualities. As is well known, this gas, as delivered by the companies, contains 30 or 40 per cent of carbonic oxide...

SCIENCE NOTES.

The recent excavations at Ostia, the seaport of the Roman Empire, show that there were four and a half miles of solid stone quays for the shipping. An enterprising manufacturer of optical instruments in Berlin shows his appreciation of the widespread excitement about infected pork in Germany...

COAL, COKE AND IRON.

While the minds of our people are so occupied with the discovery and working of the more precious metals, gold and silver and are so often elated at the report of new finds with large promising results...

MONTREAL PRICES CURRENT.

Table of Montreal prices current, categorized by Groceries, Coffee, Sugar, Fruit, Rice, Salt, Fish, Liquors, and various oils and fats. Includes items like Flour, Sugar, Coffee, Tea, and various types of oil.

Table of various industrial and hardware items, including Boilers, Iron, Steel, and various tools. Includes items like Boilers, Iron, Steel, and various types of hardware.

WEEKLY REVIEW. Montreal, April 13th, 1881. The volume of business in wholesale departments has shown no material increase on the whole during the past week, the weather having remained cold for the season, and unfavorable for spring trading, more especially for dry goods. Advices from the country, however, are beginning to be of a more cheering character, orders received within the past few days showing an increase in general groceries and hardware. Reputations have likewise improved in several departments which last week were complaining of slow payments. There is a general feeling of confidence throughout the mercantile community, and as soon as the barriers which now obstruct the avenues of commerce are removed, and our great water route becomes navigable, the trade of the country will, no doubt, resume its wonted activity. Day Goods.—The changes in this department during the week have been few and immaterial. Our merchants report a few more sorting up orders received by mail direct from customers, but there has been no reaction from the quietness that existed during the week previous, nor is any expected until general spring weather sets in. A few travellers have again taken the road, and the rest are expected to be in the field by the end of this or the beginning of next week. Cotton goods, prints and spring woolsens have met with a fair inquiry, showing somewhat of an improvement upon that of the past few weeks, and quite an extensive business is expected in all those commodities shortly. A report of the New York market says: "Summer like weather has made everybody feel more cheerful and hopeful of an improving demand for the week preceding Easter, and an increased request is anticipated. Every day of sunshine will have a large influence upon the request at distributing hands, which being continued of any duration will be reflected in a corresponding inquiry and selection from agents. Of many classes of goods deliveries continue to be made with much steadiness, and a large daily business is completed with aid or presence of an individual request. The print cloth market has been fairly active in demand at 3c bid for 6x6s and 3c for 6x8s, which figures are declined and manufacturers holding for higher prices, and consequently no business is reported. At Fall River the business for the week has been as follows: Production, 125,000 pieces; sales of 'spots' and 'futures', 215,000 pieces; deliveries, 302,000 pieces, and stock on hand, 274,000 pieces, or a reduction of 75,000 pieces with last week."

Iron and Hardware.—Although there is nothing to forebode any immediate revival of the pig iron market, there is every reason to believe that the worst phase of the dullness has passed, and that prices have seen their lowest ebb. A few small sales of Summerlee have taken place within the past day or two at \$19.00 and \$19.25 per ton, and a lot of fifty tons of Coltness is reported sold on p.t. There has also been a little better inquiry for spring delivery at fair prices. In bar iron there is still a good demand for Bessemer's make, and the mills have all they can do to attend to the filling of orders for several weeks ahead. Sales of Staffordshire bar are reported at \$1.80 for 100 lbs. Ingot copper is scarce, and wanted at 17c 1/2. Ingot fine moves slowly at last week's rates. In sheet hardware there is a fair business doing at about the range of our quotations, which are considered too low to admit of a good living profit. Advices by mail from London, dated March 31st, report: Copper quiet; good ordinary Chili, \$51 to \$51 1/2 on the spot. Tin firm; fine relay, \$28 1/2 to \$28 100, on the spot and \$28 1/2 to \$29 100 forward; English Ingot \$2; the Dutch sale of Banca averaged about \$28 1/2 here. Spelter, \$10 to \$10 1/2. Lead, English, \$15 to \$15 1/2. Messrs. John E. Swan & Bros., of Glasgow, write as follows: "One hundred and twenty furnaces in blast, as against 114 at the same time last year. The quantity of iron in Connal and Co's stores was 532,873 tons, an increase of 2,400 do. for the week. The shipments show a decrease since Christmas of 84,824 tons, as compared with the shipments to the same date in 1880. The imports of Middleborough pig iron for the same period show a decrease of 1,356 tons. The following were the quotations of the leading brands of No 1 pig iron: Gatherrie, 56c; Coltness, 58c; 6d., Langloan, 68c; Summerlee, 67c; Carron, 54c; Glenarnock, 55c; Eglington, 49c. Middleborough pig iron was quoted as follows, to h.: No 1 foundry, 42c 6d.; No 2, 40c 6d.; No 4, 38c; and No 4 forgo, 37c 6d. Groceries.—The principal change in this department is the reduction in the price of black tobacco on the part of one of the leading manufacturers, amounting to 2c to 3c per pound on the principal brands. In teas we have very little to mention beyond a few small sales of low grade Japans at 30c to 35c. The demand, however, is good for fine descriptions at 40c to 50c. In sugars there is a firmer feeling, an advance being reported of 1/2 in some kinds. Refined sugars hold firm at the rate quoted last week, but the aggregate of sales is not as large. The fruit market remains precisely in the same condition as quoted last week, Valencia raisins and currants being scarce and firm, while Malaga fruit is plentiful and cheap. A good deal of rice has been sold to arrive, about 800 bags being placed at \$3 75. Qualities a little off have sold at 10c less. In syrups and molasses we have no alteration to make, nor in spices, fish, or salt. Dares and Chemicals.—The general tone of the market is one of quietness, in sympathy with European advices. Bicarb soda in round lots is obtainable at \$3 10, but we hear of no more transactions besides those reported last week. Liquors.—There has been considerably more inquiry for brandies during the week, and we hear of the sale of 136 packages in wood, consisting of bladders and quarters, at full prices. Sales are also reported by one firm of 1,000 cases. Stocks all light and prices very firm. A fair demand has also existed for glass and low grade wines. Naval Stores.—The only feature of note in this line is the reduction in the price of spirits of turpentine in sympathy with the New York market, and we quote 72c to 73c per Imperial gallon. Oils.—There has been a steadier feeling in cod oil since my last review, and several lots have gone into farmers' hands at 49c wine measure. Steam refined seal oil firm at 72c to 75c per Imperial gallon, and sales have occurred in straw seal at 57c Imperial. Advices from the seal fisheries report the arrival at Harbour Grace, Newfoundland, of the S. S. Nauff, with 20,000 seals, and the S. S. Greenland with 3,000 seals. Latest telegrams report the arrival of the Vanguard, one of the largest steamers of the sailing fleet with only 400 seals. This makes the total catch on six steamers and two sailers, 111,400 seals. The market was quiet in most other kinds. Petroleum.—An advance of 1c per gallon was reported in refined petroleum this morning in London, which would make the price there 19c f.o.b. per Imperial measure, and 22 1/2 c in our lots here. Crude oil is still quoted at \$1.70. Leather.—No change of importance has transpired in the leather market since my last report. No 1 broad sole is quiet but steady, and Buffalo sole is inquired for at 19 1/2 c in round lots. Splis are still a drug on the market, although shipments have been liberal. Waxed upper remains steady in price, although at the moment only a limited business is being done. Boots and Shoes.—A fairly active trade is reported by some of our houses, while others say that business has fallen off somewhat. On the whole we may write the market steady, with prices well maintained. Raw Furs.—Fox, mink, and skunk have been the principal skins received during the week, and at about last week's prices. Hides and Skins.—A good business has transpired within the past few days

...for the week previous... \$220.75... a pair of carriage boys, 5 and 6 years old, \$210; a grey mare, \$80; a bay colt, \$85, and a fine brown carriage horse for local use, \$150.

Live Stock Market.

The receipts of live stock at Point St Charles for the week ending April 9th were 1080 cattle, 147 sheep, 352 hogs and 137 horses. On Sunday and Monday there arrived at the same terminus of the Grand Trunk Railway 406 cattle, 18 sheep, 289 hogs, and 44 horses.

NAPANEE BLANKET MILLS. Special to the Trade: Constantly on hand. WHITE BLANKETS, SHANTY BLANKETS, HORSE BLANKETS, ETC., ETC., ETC. HAVING SPECIAL FACILITIES For the manufacture of Every Description of Blanket. I am prepared to offer at a VERY LOW FIGURE. Arthur Toomey, NAPANEE.

LUMBER TRADE.

THE LUMBER TRADE.

Exporters will surely soon have to find a substitute for boxwood blocks, for every year the supply of wood of the fine grain necessary for their production grows scarcer and scarcer. The price has quite recently been advanced 25 per cent. and Mr. J. Lawrence, of Wine Office Court, the largest importer, states that there will be no more wood worth buying to be purchased this year.

On Thursday, the 21st March, Messrs Fernworth & Jettell, of Liverpool, offered a cargo of Pinaricola hemlock and sawn pitch pine timber and planks, and about sixty logs of Quebec oak, a cargo of St. John, N.B., spruce deals, Quebec birch timber, and other whitewood goods.

There was very little disposition shown to buy pitch pine, and after a few bids being made for the hemlock timber, the parcel, 476 logs, was withdrawn, but the sawn wood, 105 logs, averaging 26 ft, was sold at 13d to 16d per ft, and the Qu. birch oak, old and weathered, was sold at ridiculously low prices, viz: 24 logs at 18d, and 23 logs at from 1s. 6d. to 1s. 6d. per ft.

The imports of wood to Clyde during the week ending 20th March have been two cargoes of St. John, N.B., spruce deals, one cargo of pitch pine, and one of East India teak. The tonnage employed for the conveyance of pitch pine received at Clyde ports since the beginning of this year amounts to 12,969 tons; teak timber, 6,165 tons; New Brunswick deals, 1,473 tons.

Despatches from Saginaw of the 28th say all indications point to an unusually late opening of navigation and a season of extraordinary activity. Not for many years has Saginaw Bay presented such a solid surface of ice. From Towan Bay to the Saginaw River nothing but a solid block of ice prevents itself as far as the eye can reach.

300,000,000. The milling capacity of the whole State has been increased both by building mills and adding machinery to old ones. Taken altogether, the prospects are for some hundreds of millions feet more lumber to be sent out of Michigan than in 1890.

Lumber freights from East Saginaw, Mich., to Buffalo are expected to open at \$3. Saginaw Bay is still frozen and no very direct lines as far as the eye can reach.

Hall & Co's barges, of Ogdensburg, have contracted to take lumber to Oswego this season at 50c, a thousand, which is the same as they received last year.

The statement has been made on distinctly that lumber shippers were willing to pay \$1.25 for cargoes from Toronto to Oswego, that it was considered there could be no doubt about it.

A few logs of Quebec birch described as "figured," 13 to 17 in. deep, sold at 1s. 6d. to 1s. 10d. per ft.

DESTRUCTION OF FORESTS.

T. J. Lewis, Riverview, Mo., writes to the Arkansas City Reformer:—The indifference of our people to forestry is criminal. It has been estimated that there are but six States east of the Rocky Mountains which have a surplus of timber; yet, nearly all are denuding their lands and shipping wood, staves and lumber.

CANADA TEMPERANCE ACT.

Hamilton, 19th.—The all-absorbing topic to-day is the "Scott Act," which is being voted on. Both parties come to the contest well organized and are determined to win. The opponents of the act, owing to the numerous interests at stake, certainly have the best organization, certainly the greatest number of workers, and have secured all the available cash but the private city conveyances and the trams from the country are placed at the disposal of the supporters of the by-law.

Hamilton, 19th.—The Scott Act victory rests upon the banners of the opponents of the Scott Act. The fight has been a hot one, both sides exerted every energy and no means was left untaken to secure a majority for or against.

The temperance people though disappointed, are not despondent. The licensed victuallers and their friends are jubilant, and they will have a grand demonstration to-morrow night, when they will be joined by friends from Toronto, St. Catharines, Dundas and other places.

The Spectator, in commenting to-morrow morning on the defeat of the Scott Act to-day, will say:—"We regret the loss of the temperance law by this contest been brought to some extent into discredit. There are many who cannot dissociate that cause from the oppressive law with which mistaken men sought to ally it.

The movement to have eggs sold by the pound rather than by the dozen is believed to be a conspiracy against the bantam hen.—New Haven Register.

New settlers are coming in so thick and fast that it is hard to keep track of them. On Tuesday morning the first section of a large party, known as the Taylor party, arrived. The train was composed of four passenger cars and nineteen freight, and contained about 150 people the greater portion of whom got off here, destined for the Turtle Mountain country.

Some idea of the magnitude of the Bank of England may be learned from the fact that it covers five acres of ground, and employs 900 clerks. The building is amply protected against fire by large cisterns sunk in the courts and by fire engines kept in order for immediate use.

Light is admitted through open courts, there being no windows on the streets, so that no such could force its way into the structure except by using cannon to batter down the great walls. The tank was incorporated in 1841.

The heaters used on the New York elevated railroads consist simply of pipes extending the entire length of the cars. They are coupled from one car to the other by means of rubber hose. The average amount of steam supplied by the locomotive is at a pressure of twenty-five pounds. This is regulated by a small "pop valve," arranged in the hose under the rear platform of the last car.

One hundred years ago, when thread numbered 150 by the standard set up by spinners it was considered the utmost degree of fineness possible by English spinners. A pound of cotton spun to such fineness would give a thread 74 miles in length, sufficient to reach from Boston to Concord, N.H.

The following is the new schedule of wages for white labour on the Canada Pacific Railway in British Columbia: Overseers, \$125 per month; rock foremen, \$225 to \$34 per day; earth foremen, \$225 to \$34 per day; bridge foremen, \$3 per day; bridge carpenters, first class, \$250 per day; do. second class, \$2 per day; masons, \$2.60 to \$3.10 per day; blacksmiths, first class, \$3 per day; do. second class, \$2.60 per day; blacksmiths' helpers, \$1.25 to \$2 per day; drillers, \$1.75 to \$3 per day; labourers, \$1.50 to \$1.75 per day; hewers, \$2.60 to \$3 per day; choppers, \$1.50 to \$2 per day. Board can be had at \$4 per week.

A despatch says:—Preparations are being made by the United States Department of the Interior and Justice to institute proceedings at San Francisco against the Central Pacific Railway for the purpose of having received the lease of the Southern Pacific and Western Division of the Texas Pacific to control the Pacific under the Thurman Act. Twenty-five per cent. of the net earnings of the Central Pacific must be paid into the United States treasury from the companies' sinking fund. Huntington always resisted the payment, but, finding he could not escape it, he has, it is alleged, deliberately planned to reduce or wipe out the net earnings of the Central Pacific by diverting the business legitimately belonging to that road to the leased Southern lines. The Government will also institute suits against the Central Pacific in connection with the payment of dividends in 1890-91.

J.B. ROBERTSON & Co. DOMINION SAW WORKS, TORONTO. Circular Saws, Gang Saws, Butting Saws, Cross Cut Saws, Shingle Saws, Mill Saws. Manufacturers of Superior Quality Circular Saws, Circular Shingle Saws, Gang Saws, Mill Saws, Butting Saws, Cross Cut Saws. INSERTED TOOTH SAWS A SPECIALTY. All Saws warranted to be made of Very Best Material, and only First-Class Workmen employed. SAW MILL SUPPLIES OF ALL DESCRIPTIONS. SAWS REPAIRED. RUBBER PRINTING, LEATHER BINDING, FILMS, FILMS RE-CUT, EMBRY WHERLS, GRINDSTONES, DABBITY METAL, LUBRICATORS, PACKING, FELTING, IRON TUBES, WHITE LEAD, ETC. TORONTO WORKS, 253 KING ST. WEST.

R. H. Smith & Co. (Successors to J. FLINT) Sole Manufacturers in the Dominion of Canada of the 'SIMONDS' SAWS. ST. CATHARINES, ONT. Sole Manufacturers of the genuine HANLAN, IMPROVED DIAMOND, IMPROVED CHAMPION, and the NEW IMPROVED CHAMPION CROSS-CUT SAWS. We also make all other kinds of Cross-Cut Saws. Hand Saws from the choicest to the very best. THE LARGEST SAW WORKS IN CANADA.



THE METAL TRADE.

THE BRITISH MARKETS.

Reports from the British markets are somewhat unfavorable, although some correspondents report that a good 85 per cent. of the iron and steel business of Great Britain is now done at a loss.

The decreased British export of iron and steel represents 71,082 tons compared with February last year, while the decline in value is 22 per cent.

UNITED STATES MARKETS.

The Chicago Journal of Commerce says: There is a spirit of hopefulness in the metal, as well as all other trades in the city, which the adverse weather, the blockaded roads and the scarcity of rolling stock for moving products cannot depress.

Price marked bars being quoted at 27 1/2 to 27 1/2.

A NOVEL BLAST FURNACE

A new revolving ore furnace which, it is claimed, will produce iron directly from the ore, is exciting a great deal of interest among the iron manufacturers of Northern Ohio, particularly as the inventor claims to have mastered the difficulties which prevented petroleum from coming into use as a fuel.

CANAL TOLLS

There are often complaints made of the heavy charges for canal tolls in Canada, but so far as we can learn they are even at present very small in comparison with those charged on the Erie Canal.

The net earnings of the Erie Railway from October to February show an increase of \$485,000.

It is reported that the Czar has received from the Nihilist committee a printed proclamation, dated March 23rd, offering to lay their arms down in return, among other things, for the amnesty of all revolutionists.

INSURANCE MATTERS.

LIFE INSURANCE PROGRESS.

The first thing to learn is to stand still, was the advice given by Charles Macklin, the mentor of the British stage in the latter half of the eighteenth century, to young aspirants for histrionic honours.

In the period 1837-41, the life insurance institution is, by its inherent characteristics, qualified to meet all such storms of change with competent defence and adjustment to conditions.

EUROPEAN MARINE INSURANCE COMPANIES' ACCOUNTS.

The insurance press has from time to time directed attention to some imperfections in the management and modes of marine insurance business, but a grand matter for objection is the system of keeping accounts still in practice by a considerable number of companies, particularly continental companies.

their position, bad years are covered by lowered estimates and increased writings and all goes well until suddenly the directors and shareholders awake to the fact that their real position is £50,000 or it may be £100,000 worse than the last published accounts.

Sheriff Taylor has been notified of his dismissal from the position of Sheriff of Hastings.

A Pittsburgh, Pa., despatch says:—The Amalgamated Association of Iron and Steel Workers have given the manufacturers notice that all scales of wages terminate on June 1st, causing much anxiety among the employers.

The vessels in the harbour at Naples are busy fitting out, putting on sails, etc. The ice bridge at the mouth of the river will probably last a week yet, and prevent any vessels leaving port until it breaks up.

PACIFIC RAILWAY COMMISSION

The Commission met to the Board of the Pacific Railway Commission...

Mr. Dawson's Fleming being called and sworn as a witness...

In April, 1871, my official connection with the Pacific Railway project commenced...

My own thoughts were turned to the question, and as others did, I felt it a duty to give the public the benefit of my views...

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POSTAL TIME TABLE.

ARRIVAL AND DEPARTURE OF MAILS.

Table with columns: Mail, Class, Delivered. Lists various mail routes and delivery times.

Registered matter must be posted half an hour previously.

Office hours from 8 a.m. to 6 p.m. For Savings Bank and Money Order business, 9 a.m. to 4 p.m.

G. P. HAKER, Postmaster.

POSTAL TIME TABLE.

POST OFFICE, MONTREAL.

Table with columns: Mail, Class, Delivered. Lists various mail routes and delivery times.

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G. P. HAKER, Postmaster.

POSTAL TIME-TABLES.

POST OFFICE, MONTREAL.

Table with columns: Mail, Class, Delivered. Lists various mail routes and delivery times.

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G. P. HAKER, Postmaster.

RAILWAY TIME-TABLES.

Canada Central Railway.

Table with columns: Train Name, Time. Lists various train routes and departure times.

On and after THURSDAY, 10th JUNE, 1880, trains will run as follows:—

LEAVE OTTAWA.

For the East, West, South and North-East.

ARRIVING IN OTTAWA.

From both East and West.

From the East, South and South-East.

From the West.

From the East and West.

From the East and West.

From the East and West.

From the East and West.

From the East and West.

From the East and West.

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From the East and West.

THE DOMINION BOLT CO.

87 St. Peter St. Montreal.

WORKS IN TORONTO.

Machine-Forged Nuts, Hot-Pressed Nuts, Carriage Bolts, etc.

SUPERIOR TO THE AVERAGE.

To Maltsters.

THE undersigned beg to inform maltsters and the trade that, having lately added new and powerful steam machinery for the special purpose of weaving extra strong STEEL WIRE CLOTH for malt and drying kilns...

TIMOTHY GREENING & SONS, DUNDAS, ONT. (3-26)

JAMES WRIGHT & CO. CHURCH, BANK, HOUSE.

STORE AND OFFICE FITTINGS, Art furniture and inlaid doors, etc.

SEND FOR FULL CATALOGUE. H TO 17 HERMINE ST., MONTREAL.

THE CATTLE TRADE.

It is estimated that freight have been sent out from this port for May and June to amount to 10,000 to 12,000 head.

The following represents the closing operations of Canadian sheep pens from American ports this year: Warren Line, 1,000 head; S. S. Pembroke, 1,000 head; C. M. Acet & Co., 50 head; R. Craig & Co., 50 head; and A. J. McManis, 100 head.

THOMAS WILSON, Dundas, Ont.

Manufacturer of STATIONARY and PORTABLE Steam Engines,

BOILERS and MACHINERY of every description.

COTTON MILL CALENDERS, HOPEFUL STEAM PRESSES AND PROPELLER WHEELS, ALL SIZES.

A London despatch says certain provisions of the new Land Bill perhaps forestall the downfall of the law of Easels and Settlement.

The Nova Scotia Government bill granting an expenditure of about \$1,000,000 annually on the bridges of the province, which passed the Legislative Assembly, has been thrown out by the Legislative Council, by a vote of 11 to 7.

CASTOR OIL

CASTOR OIL, PURE AND UNREFINED.

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DOMINION TRADE REGISTER AND INDUSTRIAL DIRECTORY

AGRICULTURAL IMPLEMENTS

A. P. WHITING MANUFACTURING CO. ...

ARKLINE DYES ...

BRASS WORKS ...

COTTON BROKERS ...

COTTON MILLS ...

EDGE TOOLS ...

ENGINES AND BOILERS ...

FILES ...

FURNITURE ...

GLASSWARE ...

GLOVE MANUFACTURERS ...

HAMMERS ...

HUBS, SPOKES AND BENT GOODS ...

KNIVES ...

IRON WORKS ...

MACHINE TOOLS ...

MALLEABLE IRON CO. ...

KNIFE WORKS ...

THE WHITMAN & BARNES MANUFACTURING CO. ...

KNITTING MILLS ...

LASTS, DIES, ETC. ...

LEATHER BELTING ...

ROBIN & SADDLER ...

ORGANS AND PIANOS ...

PAPER MANUFACTURERS ...

SAW MANUFACTURERS ...

SHURLEY & DISTRICT ...

SCALES

CANADA SCALE WORKS, Ltd. ...

SPICES, ETC. ...

STEREOTYPERS, ENGRAVERS, ETC. ...

STOVES ...

TELEPHONES ...

TRICERS ...

WIRE WORKS ...

WOODEN GOODS ...

WOOLEN MANUFACTURERS ...

WOOLS AND COTTON WARPS ...

PETROLEUM.

THE BRITISH MARKETS

ARTHUR BROWN & CO'S PETROLEUM REPORT ...

Refined Petroleum Oil ...

To-day's market closes rather firmer ...

Naphtha ...

Coal Oil ...

Turpentine ...

The stock at the wharves to-day is ...

PETROLEUM OIL

Table with columns for Price of 8, N. York, London, etc.

Stock this day ...

Landed last week ...

Delivered last week ...

COAL OIL

Table with columns for Refined, Crude, etc.

Stock this day ...

Landed last week ...

Delivered last week ...

Above represents stocks and movements at ...

Exports of petroleum from New York ...

The following table shows the production ...

Table with columns for Years, Barrels, etc.

Mr. Gladstone is to take a trip to the ...

THE LIABILITY OF CARRYING COMPANIES

Should Clark not be held liable ...

The pursuers, D and W, have ...

The court some time ago concluding ...

for which, according to their ...

the defendants had become liable ...

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THE MONEY MARKET.

TORONTO STOCK REPORT.

Table with columns for BANKS, CAPITAL, REST, DIVIDEND, etc.

DEBENTURES, &c.

Table with columns for DEBENTURES, INTEREST PAYABLE, etc.

MONTREAL STOCK REPORT.

Table with columns for NAME, CAPITAL, REST, DIVIDEND, etc.

and the proceeds pocketed by others, was ...

Mr. Egerton R. Ross, the Kingston ...

The increase of steamship tonnage in ...

The case was appealed to the Sheriff ...

His lordship adds: "It must be especially ...

Messrs Bannatyne, Kirkwood & Mc ...

A Council of Agency has been appointed ...



Mail Contract.

TENDERS, addressed to the Postmaster ...

T. F. FRENCH, P. O. Inspector, Ottawa, April 12th, 1881.

THE DRY GOODS TRADE.

NEW YORK ADVICES.

(From the States Economist.)

Probably, at the present juncture, of all the dry goods trades, the one that is the most depressed is that of the woolens. It is the only one in which the price of the raw material is not depressed. The wool has advanced in price, and the price of the woolens has advanced in price. The wool has advanced in price, and the price of the woolens has advanced in price. The wool has advanced in price, and the price of the woolens has advanced in price.

The market for cotton goods during the week under review has been decidedly a full one, quiet in both first and second hands by consequence of cooler weather having intervened. However, there seems to be a slightly improved feeling current in connection with the market, and a little better tone to the prices of some kinds of fabrics of moderate quality. The cotton goods market is a very active one, and the prices are without material change since our former report. The demand for goods is not so strong as it was some time ago, and the prices are not so high as they were. The market is a very active one, and the prices are without material change since our former report.

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AUSTRALIAN WOOL

It is often remarked by Australians, and with good reason, that England, as represented by the average Englishman, knows nothing of the wool trade of our great continent in the Southern Ocean, and that, having merchants out of the question, the large majority of educated men in the mother country have no sound conception of the enormous wealth involved in the staple industry of Australia. Most gentlemen, if coupled as to their knowledge of our Australian colonies, can talk glibly for a few minutes of the discovery of gold, the "rushes" at Ballarat and Bendigo, the marvellous growth of Melbourne, the splendid loveliness of Sydney Harbour, the climate of Tasmania, the geological nature of New Zealand, and the recent importation of fresh Australian wool.

A NOTE PAID FORTY-FOUR YEARS AFTER MATURITY.

It is not an every day occurrence that we have to note, and it is not without any precedents, though the latter differs in some respects from similar cases which are recorded to the honour of business men. In 1837 a firm failed owing a note held by a New York bank, which note the indorsement of a Boston firm, which also stopped payment during the panic. A few days since the bank in New York was called upon by a representative of one of the indorsers, with a statement of the transaction, which, upon referring to the books of the bank, was found to be correct. The gentleman, to the astonishment of the officials, stated that he was authorized by the Boston gentlemen to pay the principal and interest, and then, upon handing a check for \$12,000, which was found to be correct. The bank officers say that they had no legal claim to the amount, that the bank had changed its charter and had their experienced financial difficulties, but that the gentleman assured them that his orders were pre-emptory, and the money was accepted. The name of the gentleman is not made public for many reasons, but it is a deed worthy of being recorded. — Boston Journal.

ONE QUARTER'S FAILURES.

In the annexed table will be found, from Bradstreet's, the total mercantile failures in the United States and Territories and in Canada for the first quarter of 1879, together with the amount of assets and liabilities. —

Table with columns: Location, Fail., Assets, Liabilities. Rows include New England States, Middle States, Southern States, Western States, Pacific States, Territories, and Canada.

In comparison with the above figures it would appear that for the first quarter of 1879 the total number of failures in the United States and Territories was 2,875, the assets \$19,374,707 and the liabilities \$41,121,885. In Canada and provinces during the same period, the number of failures was 601, the assets \$4,632,394, and the liabilities \$9,391,798. In the United States and Territories during the first quarter of 1880 the total number of failures was 1,502, the assets \$7,411,706, and the liabilities \$15,817,257. For the corresponding time in Canada and provinces the number of failures was 288, the assets \$2,308,019, and the liabilities \$4,454,889.

THE CANAL TOLLS

Montreal dispatch. We trust the Government will realize that there is not a moment to lose in dealing with the question of the canal tolls...

It may be well to state briefly the course of trade upon the canals as shown by the returns published in the report of the Minister of Inland Revenue for 1880. These returns, of course, only refer to the year ending 30th June, 1880, but they are the latest to which we have access...

No far as the St. Lawrence canals are concerned, the total revenue, exclusive of hydraulic rents, was \$32,845.33. The total tonnage was 933,658 tons, of which 218,657 tons passed westward and 715,001 tons eastward.

Table with 2 columns: Item, Tonnage. Items include Coal, Tea, Wheat, Firewood, Lumber, and Corn.

The last two items of corn and wheat having paid toll on the Welland Canal, passed free through the St. Lawrence. The total tonnage-paying tolls on the St. Lawrence Canal was \$49,588, so that of the total tonnage passing through the St. Lawrence 394,100 tons passed free, having paid tolls on the Welland Canal.

We have obtained some information upon this point which shows how little risk the Government would run in adopting this plan. Last year the revenue from merchandise, other than the two articles that we have referred to, from tolls on the St. Lawrence canal going westward on class three was \$16.15, and on the Welland Canal only twenty-two dollars; while on class four

the revenue from tolls on the St. Lawrence Canal was only three hundred and sixty-one dollars, and on the Welland seven hundred and twenty-two. If, therefore, the Government adopt the principle of remitting all tolls on the Welland Canal upon merchandise paying tolls upon the St. Lawrence, all they can possibly lose would be seven hundred and forty-four dollars on the returns of last year.

Last year the tolls on the Erie Canal on westward bound freight averaged about seventeen and a quarter cents per ton. Where the canal vessel took its freight direct from the ocean steamers in the port of New York, there were no harbour dues, so that the only dues paid to the public on westward bound merchandise was seventeen and a quarter cents.

THE NEW AMERICAN TRADE MARK LAW.

The following are the rules and regulations adopted by the United States Patent Office for the registration of trade marks under the Act of March 3, 1881:

- 1. (a). Any person, firm or corporation domiciled in the United States or located in any foreign country which, by treaty, convention or law affords similar privileges to the citizens of the United States, and who is entitled to the exclusive use of any trade mark and uses the same in commerce with foreign nations or with Indian tribes. The following foreign countries have treaties with the United States at this time, viz.: Russia, Belgium, France, Austria, the German Empire and Great Britain.

ner in which the trade mark has been applied to the goods. 7. The declaration should be in the form of an oath by the person or by a member of the firm or by an officer of the corporation making the application, to the effect that the party has at the time of filing the application a right to the use of the trade mark described in the statement, that no other person, firm or corporation has a right to such mark either in the identical form or in such near resemblance thereto as might be calculated to deceive, that such trademark is used in lawful commerce with some foreign nation (or nations) or some Indian tribe (or tribes), and that it is truly represented in the fac simile presented for registry.

8. This oath may be taken within the United States before a notary public, justice of the peace, or the judge or clerk of any court of record. In any foreign country it may be taken before the secretary of a legation or consular officer of the United States, or before any person duly qualified by the laws of the country to administer oaths, whose official character shall be certified by a representative of the United States having an official seal.

9. Where the trade mark can be represented by a fac simile which conforms to the rules for drawings of mechanical patents, such a drawing may be furnished by applicant, and the additional copies will be produced by the photolithographic process at the expense of the office, or the applicant may furnish one fac simile of the trade mark, mounted on a card ten by fifteen inches in size, and ten additional copies upon flexible paper, not mounted; but in all cases the sheet containing the mounted fac simile or the drawing must be signed by the applicant or his authorized attorney.

10. All applications for registration are considered in the first instance by the trade mark examiner. An adverse decision by such examiner upon the applicant's right to registration will be reviewed by the Commissioner in person upon petition, without fee.

11. No trade mark will be registered unless it shall be made to appear that the same is used as such by the applicant in commerce with foreign nations or with Indian tribes, or is within the provisions of a treaty, convention or declaration with a foreign power, nor which is merely the name of the applicant, nor which is identical with a known or registered trade mark owned by another and appropriated to the same class of merchandise, or which so nearly resembles some other person's lawful trade mark as to be likely to cause confusion in the mind of the public or to deceive purchasers.

12. In case of conflicting applications for registration, or in any dispute as to the right to use which may arise between an applicant and a prior registrant, the office will declare an interference, in order that the parties may have opportunity to prove priority of adoption or right; and the proceedings on such interference will follow, as nearly as practicable, the practice in interferences upon applications for patents; but each applicant and registrant will be held to the date of adoption alleged in the statement filed with his application. On the petition of any party dissatisfied with the decision of the Examiner of Interferences the case will be reviewed by the Commissioner without fee.

13. When these requirements have been complied with and the office has adjudged the trade mark lawfully registrable, a certificate will be issued by the Commissioner, under seal of the Interior Department, to the effect that applicant has complied with the law and that he is entitled to the protection of his trade mark in such cases made and provided. Attached to the certificate will be a fac simile of the trade mark and a printed copy of the statement and declaration.

14. The protection for such trade mark will remain in force for thirty years, and may, upon the payment of a second fee, be renewed for thirty years longer, except in cases where such trade mark is claimed for and applied to articles not manufactured in this country, and in which it receives protection under the laws of any foreign country for shorter period, in which case it will cease to have force in this country, by virtue of the registration, at the same time that the trade mark ceases to be exclusive property elsewhere.

15. The right to the use of any trade mark is assignable by an instrument of writing, and such assignment of a registered trade mark must be recorded in the Patent Office within sixty days after its execution, in default of which it shall be void as against any subsequent purchaser or mortgagee for a valuable consideration, without notice. No particular form of assignment or conveyance is prescribed, but the trade mark should be identified by the certificate number.

to the date of the one formerly filed, all fees paid thereon will be duly applied. Those who have paid only \$10 as a first fee are advised that the law does not provide for a division of the legal fee of \$20, and that the remainder of the entire fee is required before the application can be entertained.

18. Printed copies of the statement and declaration in each case, with a duplicate of the trade mark, can be furnished by the office. The Official Gazette of the Patent Office, published weekly, will contain a list of all trade marks registered, with the name and address of the registrant, a brief statement of the essential features of the trade mark and the particular description of goods to which it is applied.

- 19. The fees shall be as follows.— On filing an application for registration of trade mark \$25 00 For recording assignment:— Under 50 words 1 00 Over 50 and less than 1,000 words 2 00 Over 1,000 words 3 00 For single printed copy of statement and declaration 25 Single copy Official Gazette 10 Annual subscription Official Gazette 5 00

20. All letters should be addressed to "The Commissioner of Patents," and all remittances by postal order, check or draft should be to his order. 21. Letters relating to pending applications should refer to the name of the applicant and date of filing. Letters relating to registered trade marks must refer to the name of registrant, number or date of certificate, and the class of merchandise to which the trade mark is applied.

WIRE VERSUS LUMBER FENCES.

The lumber men and barbed wire fence men have joined in a contention as respects the superiority and inferiority of their respective products. The lumber men are a good deal like the tanners in Keop's fables, who thought that for fortification purposes there was nothing like leather. But the trouble with leather was that though leather might be tough enough there was scarce enough of it to fence in the city. Now, that is a good deal the way with lumber for fencing purposes at the present time. There is not enough of it to go around. In fact, the settlement of the vast prairie regions of the country is so drawing upon our timber resources that men in the lumber trade admit that in less than a generation the supply of lumber in the United States will be practically exhausted, unless it is reinforced by some new and untried material. Indeed, so audacious are many of our far seeing lumber men of this fact that they are investing largely in timber lands wherever they can be found, while those who make such investments are sure in the long run to reap enormous returns. But the lumber men, like those engaged in all other trades, are generally apt to be blinded to the possibilities of rival materials. It was so with the builders of wooden ships. When iron ships were first proposed the idea was laughed at and scouted as preposterous. How could iron float? One might as well think of building ships of stone. But iron ships are rapidly superseding wood, while steel already appears destined to take the place of both. In the large cities and even the towns of the country iron is rapidly superseding wood as building material. No building is now considered thoroughly fire proof that is not wholly composed of stone, brick, and iron in combination. In fine, the age is essentially that of iron, and to contend that the innovation should not proceed in the direction of agricultural progress and improvements is to contend against the inevitable. Board fences succeeded the old post and rail principally on account of those very superiorities that the wire fence possesses over the wooden. The old post and rail consumed more valuable timber and more valuable space than the board fence which succeeded it. It was a soiling place for noxious weeds and all other descriptions of nastiness, including vermin. The post and board fence nourishes similar weeds in its shade and gathers the snows of winter in banks to obstruct and delay the early opening of spring. The cost of the best description of board fence is 50 per cent. more than that of the barbed wire. This is on the very lowest estimate of the respective expenses of the two descriptions. The barbed wire fence will last five times as long. Wind, or rain, or snow does not affect it. On the other hand, if the wind blow strongly from the west against a board fence it makes it to incline towards the east. Then, if it blow from the opposite quarter it makes it to sway towards the west. This causes the posts to enlarge the holes into which they are sunk; the water gets in, the timber rots; and the fence blows over in some heavy gale. In the barbed wire fence there is no swaying of this kind. It is always upright, always steady and firm. The barbed-wire fence never can be blown down. And everyone knows that the losses on wooden fences through prairie and fire from railroad engines in the west are very enormous. They form

a large percentage of the cost of raising a farm. Snow drifts against a board; it never drifts against a barbed wire fence. By such drifting the cultivation of the field is delayed in the spring the earth remains longer cold and wet the centre of the inclosure opens while the borders are unfit for reaping. This causes loss of grain and loss by drawing. The barbed wire fence causes a great saving in land. It costs no more to cultivate no weeds. The ploughman can turn up the soil to within a few inches of it. There is no unplowed or stony ground into which the seed is cast only to perish by the way. There is a enormous saving in the barbed wire fence through the saving in the transportation of material. A barbed wire fence for a quarter section of land weighs 28,080 pounds. A post and board fence of dry, well seasoned lumber for a quarter section of land weighs 68,000 pounds. Now the post and board fence requires the posts to be put eight feet apart; in the barbed wire they are sixteen feet apart. The difference in the cost of hauling the two descriptions of material five miles will at once be seen to be enormously in favour of the more modern substitute. Barb fencing costs 72 cents per rod; old style \$1.08. According to the state reports, up to 1877 the cost of fences in Kansas had reached thirty millions of dollars; in New York, 144 millions; in Iowa, 74 millions; in New Hampshire, 42 millions; in Pennsylvania, 106 millions; in Massachusetts, 23 millions; in Maine, 25 millions. Barb wire would have saved in those states 25 per cent. on the first cost. Barb fencing would have saved to the farmers of New York State alone forty-one millions of dollars in the cost of their fences. According to the reports of the United States department of agriculture the fencing in use in the United States in 1875 has cost \$1,748,529,185. Barb fencing to the same amount would have saved \$382,910,454.08 to the people of the United States, six times the amount of the national debt in 1861. Now, when we consider that the annual expense of maintaining the wooden fences of the United States is \$449,416,000, and that even in such a rich state as Iowa the annual cost of keeping up the fences exceeds the total sales of the live stock, it is folly to contend that wood is more suitable for fencing purposes than wire. It is just as possible to return to the old post and rail and the old post and board system of fencing as it is to return to the days of wooden sailing or steam vessels. It is well known by maritime men that steamships such as ocean commerce now calls for cannot be built of wood, even if the material could be had. It is well known to intelligent farmers in the west that this country cannot be fenced in with wood; for, in the first place, the material is not to be had; in the second place, if it were to be had, it is in every way undesirable, as compared with barb wire. This is our conscientious decision as respects this lumber and barb wire contention.—Exchange.

SOME EFFECTS OF PROTECTION

For the benefit of those who believe in the virtues of Free Trade, we give the following comparative statement taken from the United States census returns, of the effect which a strongly protective tariff has had upon the cotton and silk manufacturing industries in that country during the past ten years:

Table comparing 1870 and 1880 statistics for Looms, Spindles, Persons employed, etc.

Thus during the decade there has been an increase of nearly 50 per cent. in the number of looms, over 60 per cent. in number of spindles, and about 30 per cent. in number of persons employed.

As to the silk manufacturing industry the returns are equally conclusive of the benefits of protection. This industry is of such recent growth that the returns extend no farther back than 1875, but during that short period the number of hands employed has been nearly doubled. The figures are as follow:

Table comparing 1875 and 1880 statistics for Operatives, Wages paid, Capital invested, Value of product, etc.

VALUABLE PEDIGREE CATTLE FOR CANADA.

An English correspondent writes—The Lion, Matthew Hy. Cochran, of Hillsbury, Province of Quebec, whose pedigree short-horns imported in 1877 created such a sensation in this country, when Karl Bective and Mr. Loder purchased several of his Canadian bred animals at over 4000 guineas each—shipped yesterday by the Dominion Line steamship Frazar one of the most valuable consignments of pedigree live stock ever exported from Great Britain. It comprised in short-horns two Blue's helters and four valuable cows, a number of Jersey and Guernsey bulls, cows and heifers, selected with great care in the Channel Islands. In Herfordshire, a bull from the royal farm, at Windsor, and upwards of sixty other Herford bulls which have been purchased in different parts of the country at high figures, also, forty-five prize-pooled

about tails and cows prebashed in... A selection of thoroughbred...

Mr. Simon Battle had also on the... valuable Clydesdale...

GENERAL OF THE COLONIES.

The Colonial Register of the 20th of... Some of the Australian...

IRISH EMIGRATION.

Is a lecture recently delivered by Mr. W. McCulloch Torrens, M.P., on 'Imperial and Colonial Partnership in Emigration'...

THE PROTECTION OF IRON FROM RUST.

The problem of protecting the surface of iron from rust by chemical means has, says the Times, recently received another solution...

ing the cast or wrought iron objects with a silicate composition, which is applied either by means of a brush or by dipping the iron in a bath of solution...

GRAPE AND SMALL FRUIT CULTURE.

The absence of snow and the general spring appearance of the weather naturally draws our attention to the farming community, and the products of the field...

INDICATOR DIAGRAMS.

Staggered places or steps in the expansion line and vacuum line indicates that the piston of the indicator works stiffly. Too rounding a curve on the compression or cushion corner shows that the exhaust closed too soon...

A VALUABLE TABLE.

The following table, giving the quantity of seed and number of plants requisite to crop an acre of land, will prove valuable to farmers and gardeners, and to families generally who may have only a small garden.

Table with 2 columns: Item description and Quantity. Includes items like Asparagus, Beans, Broad beans, Cabbages, etc.

PLANETS IN APRIL.

Jupiter is evening star until the 22nd, when coming into conjunction with the sun, he bids farewell to the evening sky and commences his role of morning star.

THE CARE OF THE HAIR.

Some forty years ago, says the American Agriculturist, there was introduced a preparation called 'Balm of Columbia,' which, when used according to the directions, produced remarkable results in the hair from falling out, and even in causing a new crop to grow.

passing away. Each evening she will set earlier than on the preceding, until, at the close of the month, she will set so soon after the sun as to be invisible, and we shall lose the radiant evening star that graced the sky during the passage of autumn, winter and spring.

Uranus is evening star, and may be seen by the naked eye on clear, moonless nights. His position has changed but little from that of last month, and he still may be found near a small star in the hind leg of the Lion, and forming a triangle with Regulus and Denebola, the leading stars of the constellation, being a few degrees south and nearly midway between them.

Mercury is morning star, and reaches his greatest western elongation, or greatest distance from the sun, on the 7th. For a week before or after that he may be seen with the naked eye, this being one of the three favourable periods for picking him up during the year, though his southern declination increases the difficulty of finding him.

Mars is morning star, and is not yet near enough to be an object of interest, though he is coming towards and will soon attract attention in the morning sky. He rises now about ten minutes after four o'clock; at the end of the month about ten minutes after three o'clock.

The new moon of the 29th of March comes into conjunction with Venus on the 1st, passing about 3 1/2 degrees south of the radiant planet. The waning moon pays her respects to Mars on the 24th, and to Mercury on the 26th. The day before her change she is in conjunction with Saturn, and she closes her circuit by passing near Jupiter, her conjunction with the newborn morning stars being doubtless beautiful to behold, but hidden from view in the sun's scintillating rays.

PLANTS BLOOMING WITHOUT EARTH.

The Daily News says M. Alfred Dumont, a son-in-law of Jules Micheli, and the collector of the first edition of Edgar Quinet, works, claims to have made an interesting and useful discovery—how to preserve plants in a perfectly vigorous state without any earth. Since November, 1890, the date at which his researches proved successful, he has, with the exception of a six weeks' stay in Paris, been continually taking plants from the ground and applying his process to them, has never found the least interruption in their vegetative functions, on the contrary, water and spring plants have blossomed with a vigour which, as an experienced horticulturist, he has never seen in his garden.

NEWS ITEMS.

A San Francisco despatch says the Government has brought a suit against the Central Pacific Railway, to recover \$201,000 alleged arrears of income tax. A Poplar River despatch says—Capt. McDonald, of the Canadian North West Mounted Police, has arrived with delegations of Indians en route to Fort Buford, where he expects to arrange for the surrender of Sitting Bull, who says he will not delay coming in if a favorable report be brought from Buford of the hostiles there encamped. Secretary Windom said on Tuesday afternoon that from assurances already received he felt very much encouraged as to his line of policy regarding the maturing of United States bonds, and that, judging from present indications, it would prove successful. A number of telegrams were received from the National Banks and other holders of six per cent bonds during the day, announcing their concurrence in the plan proposed. The following is the result of the election of members of the Law Society of Ontario, the polling and counting having lasted five days:—W R Meredith, Q O, London; D McCarthy, Q O, J Bethune, Q O, D B Read, Q O, T Ferguson, Q O, Dr McMichael, Q O, John Hoakin, Q O, J McLesnan, Q O, C Moll, J R Kerr, Q O, B Cameron, Q O, J J Foy, B Richards, Q O, J P Smith, Q O, J Moore, J J Ferguson, N L Smith, Toronto; F McKeenan, Q O, T Robertson, Q O, A J Irving, Q O, E Martin, Q O, Hamilton; B M Bellon, Q O, Kingston; John Ball, Q O, Belleville; Hon A S Hard, Q O, Bradford; Hon R B Parson, Barrie; W F Scott, Peterboro; D Glass, Q O, London; A Lemon, Guelph. Among those elected are five junior members of the Bar. Mr Meredith, London, polled the largest vote. At a Land Leagues conference held in Dublin on Monday Parnell said the first portion of the bill relating to rents and tenure was obscure and distinctly prejudicial to tenants. There were 32,000 holdings under £2, and 750,000 under £1, many of the tenants being in a bankrupt condition, and as far as it regarded them the bill did not secure full sale and only increased the power of landlords to enforce rack renting. Another important defect related to those small tenants who had been compelled to accept leases and were thus deprived of those benefits which the Land Act of 1870 conferred on them. There were thousands of these leases which were of such a character as to make it impossible for tenants to satisfy the clauses of the bill pertaining thereto. Dillon said if the bill passed it would destroy the power of the Land League and the combined strike of the tenantry against rack renting. A resolution was passed declaring the bill inadequate. A Denver despatch says—The Commercial Bank was incorporated here in February with a capital of \$100,000, and was supposed to have a reserve fund equal to the amount. James Van Woert, President; Kifen Van Woert, Cashier; Philip Byco, Horton Cotton and P. Smith, Directors. It is now stated these people evidently had plans well advanced towards perpetrating a gigantic swindle, and says that Van Woert was six years in the penitentiary, Charleston, S.C., for passing counterfeit money. Subsequently he started a bogus bank at Winstead, Conn.—himself president and wife cashier. He disappeared, leaving many debts, and swindling hundreds of people. An indictment for bigamy is pending over him, and he is accused of many other crimes. His associates, with the exception of Smith, are of the same stripe. Rye is well known to the police, and there is an indictment against him at Leadville for obtaining money under false pretences. Van Woert was to leave for New York to place \$500,000 of stock belonging to the Longmont Middle Park and Pacific Railway.

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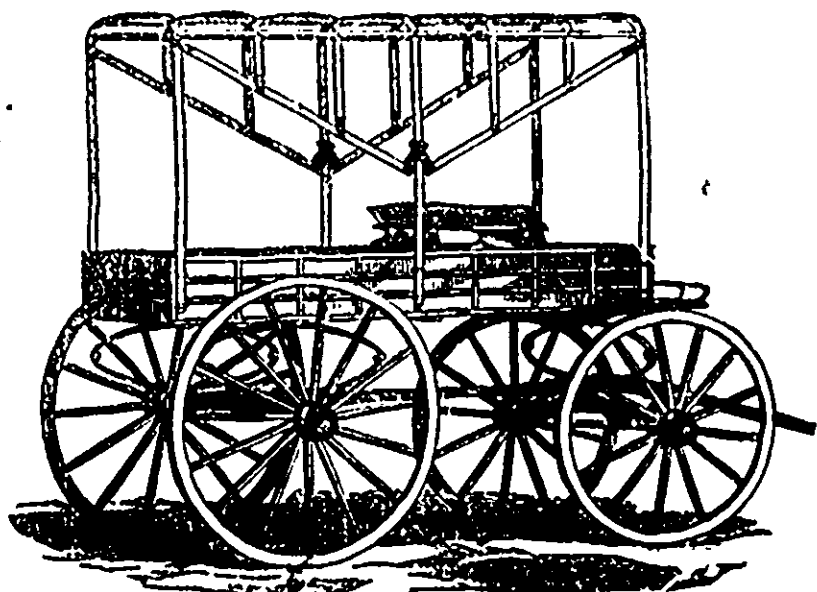
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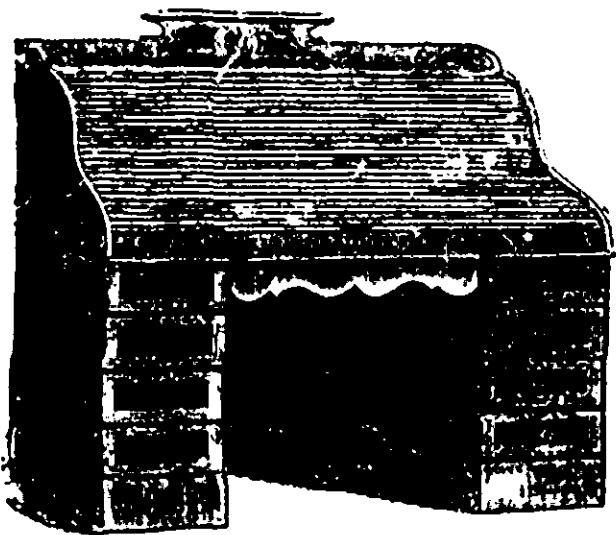
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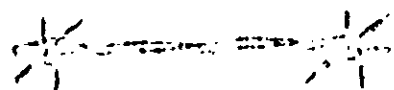
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