

his (Mackie's) wife. Fyfe, on the other hand, states that this amount was paid to Mackie for services rendered. The other two amounts, Fyfe states, were for loans received from his brothers-in-law, but there is no doubt in my mind they were bogus entries.

The meeting of creditors was held on the 9th inst., where the showing was: Liabilities, \$6,600; Preference rent, \$160. Assets, stock, \$3,300; book debts, \$250; furniture, \$25. Deficiency thus about \$3,185. Fyfe did not appear at the meeting, and it was resolved that he should be examined under a judgment obtained by Caldecott, Burton & Co., and I went up to Woodbridge on Saturday, with a view to discover his whereabouts. I then found that he had left for parts unknown, probably Dakota. It is believed he has deposited some money in New York as he was down there for several days after the assignment.

TEXTILES IN BRITAIN.

The following, condensed from the Glasgow Herald of 29th December last, gives an idea of the state of various dry goods interests at the close of the year:—

LEEDS WOOLLEN.

But a poor attendance both on 'Change and at the warehouses on Saturday, Dec. 27th. No repeat orders are forthcoming for worsted or other fancy coatings for summer trade. The army cloth trade is exceedingly quiet, and blanket manufacturers are now complaining of a scarcity of orders.

HALIFAX WORSTED.

Hardly any new business doing just now. Stock-taking is the chief occupation. The business year has been a very unsatisfactory one for those engaged in the wool trade. On the other hand, it has witnessed a marked revival of trade in the yarn department, and has been perhaps the best twelvemonth which spinners have had for the last ten years.

LEICESTER HOSIERY, ETC.

The close of the season has been marked by remarkable firmness in the wool market. Spinners have been stopped so long they will have to recommence very shortly. Growers and dealers are not at all anxious about business at present rates. In the home trade a very good business is being done in lambs' wool and fancy yarns, and prices are firmly maintained. Cotton yarns are in steady demand, and spinners have a good number of contracts on hand for immediate delivery. The heavy woollen branch of the hosiery trade is now flat for home trade. Fine cashmere goods are in brisk request at firm rates. Some very large contracts have been placed for cotton goods for spring delivery, and the prospects are encouraging. The boot and shoe trade is very flat, and orders for spring goods are placed very slowly, both for home and shipment. The elastic web trade is quiet, and cords and braids are only in slow request.

MACCLESFIELD SILK.

A very unsatisfactory amount of business has been done in the Macclesfield district during the past week, handkerchiefs and neckerchiefs alone being active. Ribbons of all classes and other fabrics as well move rather slowly, and there is not a large amount of labour being employed. Lark specialities and fancy goods are in moderate demand. At Middleton the year closes with a steady trade.

KIDDERMINSTER CARPET.

The trade has settled down to a holiday level for a short time, which means that there is practically nothing doing. There are large stocks of manufactured goods warehoused and ready to go on in the New Year, the delivery being deferred generally. The price of materials is without alteration.

LANCASHIRE AND CHESHIRE HATTING.

The trade in the entire district during the week has been of a very irregular character. Stocks are low and purchases slight. The year's trade has been a moderate one. Stockport manufacturers are only doing a small trade, but averaging the seasons of the year, little fault

can be found with the volume of business turned over. Hyde and Denton are similarly situated. On the part of merchants there is a tendency to place more orders in the Stockport district.

CANADIAN SPORTING COSTUMES.

Apropos of the Montreal Winter Carnival, which will open in ten days, we find in an illustrated paper containing descriptions of the promised festivities, an interesting item upon winter sporting costume. The picturesque Canadian blanket costumes which have within the last few years become so popular for all kinds of out door winter sports have a history which is not without interest, especially since they have made quite an impression on American taste:

"The tuque, which is the head gear of the costume, and is made alike for both sexes, is of Norman French origin. It was the common cap of the early French *voyageur* and was uniformly worn in winter by *habitans* in bright shades of solid red or blue. It was then, as now, simply a bag-like cap knitted in coarse wool, with the crown brought to a point and the brim formed simply by a fold of about two inches. The pointed crown fell to one side of the head or the other with the air of breezy negligence, but there was no tassel. The coat, as now, was a white blanket tunic, belted by a knitted wool sash in bright red or blue, and these, with homespun trousers and *bœuf* (cowhide) moccasins reaching nearly to the knee, gave the early French Canadian a suit that could be made within his own home.

At last the influence of modern customs began to be felt in the rural districts of Quebec, till the time-honored costumes became in danger of extinction as a national attire; and then the revival came, as we understand it, not by means of a French but a Scotch Canadian. It was in 1872 that the Montreal Snow-shoe Club was discussing the question of costume, when Angus Grant, who persistently wore the *tuque* was challenged to put a tassel on it. In his usual spirit he took up the challenge and his *tuque* was soon adorned with an immense tassel. The effect was admired, instead of ridiculed, and the tasseled *tuque* was adopted by the club, and the other clubs soon following suit. The plain *tuque* itself had previously been worn by the late Richard Tait and Mr. W. L. Maltby, now President of the club, who had found in their outings that the old Canadians' attachment was founded in two or three good reasons—the head, while kept warm, did not perspire in the *tuque*, and when pulled over the ears did not prevent them from hearing. The flannel knickerbockers and stockings then came in as the element of Anglo-Saxon origin which was requisite to complete the outfit for comfort and convenience; and thus we have the present snow-shoe and toboggan costumes, which are made in the same style.

—A few lessons of the year 1884 are given to its readers as below by the St. Louis Grocer. It is not alone in the United States that the year 1884 has taught many useful lessons to merchants who are capable of learning. "It has taught them that it is a very poor policy to carry bigger stocks of goods than their trade requires. When the jobber is carrying \$25,000 to \$50,000 worth of surplus stock the iron enters his soul day by day as the general market goes down, and down, and he has no power to stop it. When he carries surplus stock again it will be only when a special revelation shows that there is to be an advancing market. The experience of the past year has shown both jobber and retailer that it is foolish to push sales by the abuse of the credit system. The non-payment of these debts is now convincing to all that it is better to have the goods in the store than to possess doubtful accounts. To know when to refuse or when to grant credit is a business quality that is not possessed by every one, but such a year as 1884 is a great incentive towards its acquisition."

—The receipts for licenses paid by various vehicle proprietors, bill-posters, rag-pickers, junk-shops, second-hand shops in Montreal last year amounted to no less a sum than fifty thousand dollars (\$54,077) as compared with \$50,968 received in 1883. The largest item is the amount received from one and two-horse cabs, which are almost a thousand in number; then come carts and trucks of the *charretiers*; next, traders' carts and waggons. Milkmen having no vehicle must pay a dollar each. We observe, by the way, that Montreal must be particularly well supplied with milkmen, for 618 of them have paid a revenue of \$2,100. Omnibuses are taxed \$25 each; what *diablos* are we are not told, but thirty-two of them paid \$296 into the city treasury. Bill-posters pay ten dollars each. The street cars, 44 in number, pay \$1,100 annually to the city chamberlain. Rag pickers get off cheap, for 228 of them only contribute a quarter dollar apiece for the privilege of searching alleys and rear premises. The list of principal contributions is as annexed:

24 Carriages (winter vehicles)	\$ 164 50
829 One horse carriages	8,971 00
66 Two-horse carriages	934 50
34 Omnibuses	723 50
44 City cars	1,100 00
1,734 Carts and trucks	8,142 75
218 Carter's four-wheel wagons, one horse	1,905 00
130 do two horses	1,546 25
32 Diablos	296 00
867 Trader's carts	6,230 75
680 Trader's waggons	7,587 75
152 Trader's waggons, two horses ..	2,219 50
158 Bakers' and brewers' waggons ..	2,172 50
22 do waggons, two horses ..	379 50
63 Farmers' waggons	1,556 25
208 Milkmen's carts	985 50
93 Milkmen's waggons	806 50
317 Milkmen (no vehicle)	817 00
3,175 Dog licenses	6,632 00
9 Hearses (double)	130 50
778 Coal carters	194 50
74 Second-hand goods stores	870 00
18 Junk stores	90 00

—Halifax makes a return of twenty-six new vessels, which should have been included in our list of Nova Scotia shipping last week. They are all schooners except three, of which one was a ship and two sloops. The total new tonnage was 2,771 tons, while 3,740 tons was transferred or registered *de novo*. As against this, there were wrecked, broken up, sold or transferred to other ports 51 vessels, whose aggregate tonnage was 9,773 tons. The number and tonnage of vessels remaining on the register books at Halifax on the 31st of December, 1884, was:—

Rig.	No.	Tonnage.
Steamers	37	8060
Ships	10	11,553
Barques	31	19,402
Barquentines	4	1,516
Brigantines	75	14,268
Brigs	7	1,429
Schooners	764	38,329
Sloops	14	98
Yawls	1	8
Total	943	83,666

—The trade of Moncton, N. B., for last year makes a good showing. Exports for 1884 were the largest in her history, having grown from \$39,695 in the year 1881 and \$56,496 the next year, to \$96,947 last year. The imports were valued at \$256,309 in 1882, declined to \$236,702 in 1883 and bounded up to \$294,687 last year, and the claim is now made that more duty is paid into the Dominion treasury at Moncton than at any other port in the Maritime Provinces except Halifax and St. John. The arrivals at the port of Moncton were 210, and the departures 208 for the year 1884; of these, 59 and 68 respectively relate to Coosage, an out port. Of the arrivals, 99 were loaded for foreign ports, the remainder being coastwise bound.