

with a demand of assignment. They were burned out in February last, and have since been trying to compromise.—T. R. Barbeau, a clothier, has assigned unexpectedly, and is said to owe about \$6,000. He has been in trade in Montreal, off and on, for a good many years, and was supposed to be in fairly comfortable shape.—Boucher & Co., the Montreal shoe manufacturing concern reported in trouble last week, have assigned. The liabilities are larger than first supposed, reaching to \$40,163, while the assets are shown to be only \$10,911.

The location of the Boston and Nova Scotia Coal Company's railway has been completed from Broad Cove to Brook Village, N.S., 18 miles, and the engineers are now running the trial line from Brook Village to the proposed junction of the Cape Breton Railway. So far the route differs from any heretofore surveyed, coming from the mines by way of Strathlorne village, Smithsville, Glendyer, Mabou, Hillsboro and Brook Village, thus touching all the best farming centres in that part of Inverness county. A new route is also being surveyed between Brook Village and Whycoomagh, the line being kept on the south side of the Skye Glen valley.

ONE of the Eastern railways has prepared an estimate of the peach crop on the Delaware peninsula this year. The company's estimate for the whole peninsula is 5,600,000 baskets. The shipments over the various roads of the peninsula are estimated as follows: Delaware Railroad, 2,300,000; Queen Anne and Kent, 1,000,000; Delaware and Chesapeake, 1,100,000; three other railways, 1,200,000. This estimate does not include the probable shipments by water to Philadelphia and Baltimore. Based on the railroad company's figures, the shipments by water would make the total output between six and seven million baskets. Conservative growers assert that the estimate is much too high. At the recent gathering of peach growers at Dover the highest estimate of the crop was 3,000,000 baskets.

The death of John Lovell, of Montreal, removes a veteran printer and publisher, as well as a link between the old and new in the Dominion. In Canada since 1820, a lover of the country and an enthusiast in her defence in 1837, intimate with merchants and statesmen, publicists, priests, authors, he might well have said with the poet, "I am a part of all that I have met," so intimate was he with much of

the civic and literary life of the Province of Quebec. Mr. Lovell's enthusiasm was remarkable, his industry not less so, and in fact his aim at doing great things in the way of Canadian publishing led him great lengths and caused him many a pang. But his school-books, his geographies, his directories, were valuable works, and Canadians owe much to them. Although he was in his 83rd year, he still cherished, with all the force of his warm heart, the hope of a still greater work, a complete Gazetteer and History of Canada.

SOME three years ago, D. W. Sutherland commenced at Mount Lehman, B.C., as a general merchant. Formerly a teacher, he found that his experience in that line of life was not very valuable to him behind a counter, hence his assignment.—After baking for five years at New Westminster, John Ferguson decided to sell his business. After doing so he made an assignment.—The sheriff is in possession of the harness business of C. M. Hawley, harness maker at Vancouver, for eighteen months rent amounting to \$550. His stock on hand is valued at \$800.—Rennie & Co., carriage makers in the same city, have been closed out under chattel mortgage. Unsecured creditors need not expect a dividend.

THE first authentic news of the catch of the poachers who are doing pelagic sealing off the Alaskan coast comes in a letter to San Francisco from Kadiak under date of June 13. The catch has been larger than ever known before. The fleet this year consists of 100 vessels, but returns have only come in from 29. They have taken 22,456 skins, and the total of the season may reach 60,000 or 70,000. Some of the heaviest catches are: "Henry Dinnis," 1,700; "Sapphire," 1,260; "Triumph," 1,650; "Dora Steward," 1,384; "W. A. Earl," 1,400. It is expected the sealers will ship the skins to Victoria and then go over to the Japanese sealing grounds and the rookeries along the Siberian coast.

—The Newfoundland Legislature has passed a bill authorising the construction of 250 miles of additional railway from the Exploits river to Port Basque Bay by way of the Bay of Islands and St. George's Bay. The line is to be completed in three years, at a total cost of four million dollars. Messrs. Reid, of Montreal, who are contractors, undertake to build the line for \$15,600 per mile. They also agree to

work the new line and the Halls Bay and Placentia lines, 475 miles in all, for ten years, in consideration of their receiving 2,500,000 acres of land, with the mineral and timber rights upon it along the new line, and of their being granted a yearly subsidy of \$36,000 for the carriage of mails. The best mineral, timber, and agricultural lands in Newfoundland will thus be opened up.

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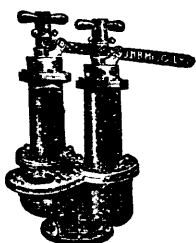
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