

# Weekly Messenger

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## THE WEEKLY MESSENGER.

At this date, after all the names of those who have not renewed their subscriptions to the *Weekly Messenger* have been struck off the lists, the circulation of that paper stands at six thousand. This is a first-class record for the first year of publication, more especially when it is considered that this paper has been left to make its way alone, by its own merits. It has been neither advertised to any extent, nor puffed, but a few copies of each issue have been sent broadcast throughout the country and it has been seen, read, approved of and taken. In addition many of those who appreciated its great value began to work for it and by getting up clubs reduced its price to their friends and themselves and widely extended its circulation. For these efforts we beg to express to them our thanks. The points about the *Weekly Messenger* that seem to be most generally admired are its large clear type and beautiful print, which make it doubly pleasant to read, the correct and full epitome of the world's news given and the excellent selection of religious, temperance, household, sanitary and other articles. Its markets, too, are valuable and up to date. The price is the very low one of half a dollar a year, or forty cents each when five subscriptions are sent in the envelope. The publishers are JOHN DOUGALL & SOX, Montreal.

## BUSINESS NEWS.

The deficiency of the savings bank recently wrecked in Jersey City, New Jersey, is now placed at a hundred and twenty-five thousand dollars. The Ware River Woolen Company, of Barre, Massachusetts, has failed with liabilities of seventy-six thousand dollars and assets above that figure. The Candee & Co. Rubber Works, New Haven, are stopping work on account of the high price of rubber, and two thousand five hundred persons will be thrown out of work. The Godyear Metallic Rubber Company and the Godyear India Rubber Glove Company, Naugatuck, will also close their shops, throwing one thousand five hundred hands out of employment. The Union Iron and Steel Works, of Chicago, have been seized under heavy judgments and the liabilities are estimated at above two and a quarter millions of dollars. Two-thirds of the stock was owned in Cleveland, Ohio, where also most of the debts for ore are due. An attachment has been made of all the property of Ferry Brothers, Grand Haven, Michigan, for debts of over a hundred thousand dollars. The Kansas Rolling Mills, Kansas City, have been seized by creditors for liabilities of six hundred thousand dollars, covered by assets. Paravicini & Co., iron merchants, Basle, Switzerland, have failed for several million francs. Grunbach & Co., Hamburg, Germany, trading chiefly with South Africa, have failed for about a hundred and eighty thousand dollars. Three thousand five hundred porcelain makers are on strike in Limoges, France, and the Anarchists are giving sympathy and support to the workmen. English labor unions have sent them eighteen hundred dollars. The railway yardmen at Stratford, Ontario, are striking for more pay. A fish company, to prosecute the cod fishery on the Newfoundland banks, is

being formed in Halifax, Nova Scotia. Mr. Roberts, a harness maker of Montreal, has received an order for three sets of heavy harness from Long-King-Sing, a thousand miles inland from Shanghai, China. Edward Scott, who has been kept out of employment for several months by a labor union that he had lost his membership in, in Pittsburgh, Pennsylvania, sues over a score of the members for conspiracy, and the case is watched with great interest, as it is expected to settle the question of how far unions may go in attempting to control the employment and the wages of individuals. Much excitement is reported to exist in Warsaw and Leroy, New York State, over extraordinary yields of salt wells, companies being on the ground buying up all the lots they can secure. A quiet state of business everywhere is the amount of the reports from the leading trade centres to a New York commercial agency. There were two hundred and seventy-six failures in the United States reported last week, thirteen less than in the preceding week, eighty-two more than in the corresponding week of 1882 and a hundred and sixteen more than in that of 1881. Canada had forty-six failures, an increase of twenty over the previous week.

## FIRES.

A fire, supposed to be the work of an incendiary, in Philadelphia, did over a hundred thousand dollars' damage to the firms of Knowles & Co., commission merchants, Graham & Co. and Allen & Co., grain merchants, Hill & Co., machinists, Bryan & Co., manufacturers, and Lathbury & Co., merchants. The dock of the Inman Steamship Company at New York was burned on the first of the month. The steamer "Egypt" had just discharged a cargo of silk and cotton goods on the pier, and the smoke of their burning was so dense that it was only with great difficulty that the men working on the dock could find their way out of danger. The "Egypt" caught fire, but was towed out in the stream and escaped with damaged rigging. The pier was built last year at a total cost of a hundred and fifty thousand dollars, and the total loss is placed at half a million. The fire is supposed to have been caused by a smoker indulging his habit in a gear closet on the dock against the rules. The steamer "Flora Barnes" was burned down to the ice at Bracebridge, Ontario, and incendiarism is undoubted. A fire started in Rogers & King's foundry, Montreal, early on Saturday morning, and spread to Fieffer & Bros.' shoe-factory, totally ruining both establishments, and causing damage of one thousand to McMartin & Co., insured, and six thousand to H. Goodrich, insured two thousand. Rogers & King's loss is thirty-five thousand dollars, insured about sixteen thousand; Kieffer Bros.' is ten thousand, and they had neglected to renew their insurance expiring two weeks previously. A hotel and five other buildings were burned at Kirksville, Missouri, and a serious explosion taking place in a drug store hurt many people at the fire. The Curtis Manufacturing Company has lost its shops and office at Albion, New York, by fire, causing a loss of a hundred and twenty-five thousand dollars, insured eighty thousand, and throwing two hundred and fifty men out of employment. The works were

burned last March, and their product was agricultural implements. A block was burned at West Lynne, Manitoba, on the first instant, causing an uninsured loss of about fifteen thousand dollars. A fire, starting from a lighted taper dropped by a girl in the window of Zabrinski's millinery store, Jersey City, New Jersey, spread to several other stores, also to seven large wooden tenement buildings, ending in a total loss of a hundred and thirty thousand dollars. The girl above-mentioned and her employer were badly burned in trying to put out the fire, which spread so quickly that many had narrow escapes. A fire in the grain elevator and storehouse of the Don Brewery, Toronto, gave the firemen fifteen to twenty hours' hard work and caused a loss of about forty thousand dollars, insured more than half.

## CASUALTY.

A terrific windstorm has destroyed and unroofed many buildings in Denver, Colorado. A car was blown from a railway track and several persons were seriously injured thereby. A dog made a furious attack upon a little boy named Page in London, Ontario, and would have eaten his face off had a woman not driven the savage brute off with a stick. The poor fellow's cheek was badly torn and the sight of one eye placed in jeopardy. The Bay Line steamer "Carolina," from Norfolk, Virginia, came into collision with the British steamer "Riverdale" in a fog, and at once began to settle down. Boats were lowered in good order and promptly from both steamers, and all on board the "Carolina" were safely transferred to the "Riverdale." On the same day, the thirtieth of January, the steamer "Grace" was run into in a fog on the Virgi coast, by the steamer "Lurray," and sunk in five minutes. R. H. Wood, a passenger, was killed and his body lost, but all the other passengers and the crew of the sunk steamer were rescued by the "Lurray." In the burning of Crespo & Co.'s sawmill at Havana, Cuba, the head carpenter and clerk perished, two other employees were seriously burned, and thirty firemen were injured. A gigantic snowslide occurred near Crested Butte, Colorado, on the night of the thirtieth January. Thirty coal miners were roused from sleep by the rumbling noise of the approaching avalanche, but before they could escape it struck the building in which they lodged and crushed it, and hurled them down the mountain. A rescuing party hurried to the scene and after several hours' labor uncovered the men, seven of whom were dead and eighteen mortally wounded. All the mining company's expensive machinery was destroyed. A passenger train had divided when within six miles of Crested Butte, the engine going ahead to clear the track, but when four miles ahead of the cars the engine was struck by the snowslide and thrown off the track, sinking twenty feet in the snow. An explosion in a fireworks manufactory at Anecameca, Mexico, resulted in the proprietor and four of his family being burned to death and several others being badly injured. Over one thousand lives were lost in January by disasters on land and sea. A fire in a wool factory in

Bombay, India, caused a panic, in which twenty-three women struggling to escape were crushed to death. Mary Sullivan, four years old, of Ottawa, has placed her life in danger by swallowing a copper. A steamer running between the Island of Jersey and Southampton, in the English Channel, sunk an unknown French steamer, none being saved. Ernest Lazenby, twelve years, Norwich, Ontario, was dangerously injured by a train in front of which he had attempted to cross the track on his way to school. The British steamship "James Gray" has foundered at sea, the body of the captain and pieces of the wreck having been picked up. The steamship "Tacoma," bound for San Francisco, coal-laden, went ashore near Umpqua River, and ten of the crew lost their lives. Most disastrous floods have again fallen upon the Middle States. Rivers have risen from excessive rains in all directions, and the loss of property and inconvenience to the inhabitants are enormous. Many lives have also been lost, some being hands from trains carried away with falling bridges. In Cleveland, Ohio, the flood was made more dreadful by huge oil tanks being carried away and their contents taking fire. The burning fluid spread widely on the surface of the flood, doing immense damage. The water at Cleveland was higher than at any time since the great freshet of 1859, and the submerged district had the appearance of a lake dotted with roofs and chimneys. The damage at that city alone is estimated at about two million dollars; and will result in several business failures.

THE ENGLISH SPARROW is a small bird but it is causing a large amount of discussion, and plots against its existence on this side of the Atlantic are rife. It was argued before a committee of the Massachusetts Legislature a few days ago that a bounty should be offered for the destruction of the plucky little bird. The accusations against it were that it was causing great and increasing damage to the crops, that half the apple crop was last year destroyed by it, and that it would be a great nuisance if suffered to go west and establish itself among the grain fields. The Fruit Growers and Forest Tree Association, in session last week in Toronto, passed a resolution in favor of extirpating the same bird, that was shown to be slaughtering Canadian birds, besides proving destructive to farmers and fruit-growers. In the city of Montreal, where scarcely any other wild bird is now to be seen, the English sparrow is blamed with driving all the others away. If the busy though unmelodious little fowl has friends with a good word for it, they cannot choose a better time to express it, for the fate of the accused seems to be in a precarious balance.

THE REV. DR. WILD, of Toronto, expressed the opinion before the Fruit Growers' Association, in their recent session in that city, that if the present destruction of forests were allowed to continue, in a few years hence the only seasons in Canada would be summer and winter. It was mentioned that a law would come into force that afternoon for the protection and encouragement of the growing of trees along highways.