

—Another Grand Trunk shareholder has arrived in Canada with the intention of making a "tour of inspection." Sir Henry Tyler has recently completed a similar tour. If the entire board of directors were to do likewise it might put an end to these expensive jaunts by convincing those interested that the best way to run a railroad, or any other business, is not by means of the Atlantic cable and her majesty's mail service.

—A telegram from Victoria, B.C., dated Tuesday last states that according to official reports sixty-five British sealers have cleared for the sealing grounds this year. The schooners carried 273 boats and 250 hunting canoes. The total catch was: Lower coast, 4,579 seals; upper coast, 24,582; Asiatic, 14,805; casual, 1,500. Total, 46,466 seals.

—Half-yearly dividends have been declared by the following Canadian banks: Montreal, 5 per cent.; Toronto, 5 per cent.; Hamilton, 4 per cent.; Union, 3 per cent.

—A half-yearly dividend of  $3\frac{1}{2}$  per cent. has been declared by the Merchants Bank of Canada, and one of 4 per cent. by the Imperial Bank of Canada.

—Dividend No. 51 of the Canadian Bank of Commerce is announced at three and one-half per cent., being at the rate of seven per cent. per annum.

—The general manager of the Ontario Bank gives notice of a half-yearly dividend to shareholders of three and a half per cent., payable on and after 1st December.

—La Banque Jacques Cartier has declared a dividend of three and one-half per cent. for the half-year; the Traders' Bank and La Banque Ville Marie three per cent.

—The Commercial Bank of Manitoba has declared a dividend for the half year at the rate of six per cent. for the current half year.

—For the current half-year the Standard Bank of Canada declares a dividend of four per cent.

—A half-yearly dividend of four per cent. is announced by the Freehold Loan and Savings Co., Toronto.

#### ONTARIO TIMBER LIMITS.

The latest sale of timber berths by the Ontario Crown Lands Department brought together a good number of buyers on the 13th instant. Six hundred and thirty-seven square miles of timber were sold after spirited bidding, and only three berths were withdrawn. One of these, indeed, was afterwards sold. Buyers were present from most of the Canadian lumber centres, and the United States was well represented, but appeared surprised at the rates of stumpage bid, and only a few of the 50 berths sold went directly to them, whatever they may do about them hereafter.

There was practically no comparison between the result of last week's sale and that of 1887, the last. Then the highest price paid per square mile was \$6,350, while at this sale \$17,500 was the maximum. This was for berth No. 6, Township of Peck, and the total amount the buyers, Gilmour & Co., of Trenton, will have to pay for it will be \$205,625.

The largest aggregate price paid for any one berth was \$373,650, and that limit was knocked

down to Mr. G. W. Pack, of Alpena, Mich. This is said to be the highest price ever paid for a berth in this or any other country.

Among those present at the sale were: John Waldie, Toronto; T. Emery, East Tawas, Mich.; W. Ross, Rat Portage; John Charlton, M. P.; John Bryson, M. P.; Thomas Murray, ex-M. P.; W. Lount, Q. C., Toronto; A. H. Campbell, Toronto; Allen Gilmour, Trenton; George Bryson, Fort Cologne, Quebec; Nelson Holland, Buffalo; Hiram Emery, Bay City; Arthur S. Hill, Maurice Quinn, Saginaw; A. McLellan, Cheboygan, Mich.; Thomas Charlton, Tonawanda; Matt. Slush, Mount Clemens, Mich.; C. Beck, D. Davidson, Penetanguishene; Alexander Fraser, West Meath, Que.; C. J. Smith, Ottawa; Alex. Barnett, Rantre; Hiram A. Calvin, Garden City, Mich.; A. Pack, Alpena, Mich.; J. W. Fitzgerald, Parry Sound; C. W. Wells, Saginaw; E. Walker Rathbun, Deseronto; H. B. Smith, Owen Sound; J. D. Shier, C. Anderson, W. Webster, Bracebridge; P. M. Guntie, Trenton; H. Waters, Lindsay; James Sharpe, M. L.A., Burk's Falls; C. W. Burns, South River; James Moills, Saginaw, and George H. Miller, Brooklyn.

The berths are all in the Nipissing, Algoma, Thunder Bay and Rainy River districts. The amounts of individual purchases were as under:—

Gilmour & Co., Trenton .....	\$ 703,875
G. W. Pack, Alpena, Mich. ....	392,100
J. Waldie, Toronto .....	118,000
J. Bair .....	98,537
A. McArthur .....	63,000
Beck Manufacturing Co., Penetang.	57,650
Thomas Murray, Pontiac. ....	51,512
J. McCoy .....	53,000
Hall & Booth .....	16,500
W. Stewart .....	29,600
N. Dymont .....	18,900
C. A. Millman .....	15,950
C. Cameron .....	61,200
Hill & Wells, Michigan. ....	59,700
John Drynan .....	38,662
James D. Shire, Bracebridge .....	6,000
W. Milne, Ethel .....	10,750
John Gray .....	294,550
Holland & Emery, East Tawas, Mich. ....	57,200
C. Campbell .....	96,875
G. F. Coleman .....	33,600
G. J. Grant .....	11,537
S. F. McKinnon, Toronto .....	10,075
W. Ross, Rat Portage .....	9,600

Total.....\$2,308,373

#### FIRES AT THRESHINGS.

The large number of fires at threshings all over the country, again calls attention to this question. Every paper one picks up now-a-days is sure to contain accounts of the destruction of grain stacks, and frequently also of the burning of buildings, by sparks from threshing engines. It is the same story every fall, but this fall seems to be more prolific of disasters of this nature than usual. Many farmers have lost the results of the year's labor, in a few minutes, and when buildings go up in smoke along with the crops, the blow is a most severe one. There surely must be something defective about the machinery, when this is the case. With all the inventive genius engaged in the manufacture of machinery, some one should be able to invent a plan whereby this risk would be greatly reduced. The losses every season from fires at threshings demand attention, with a view to providing more effectually against them in the future. The use of electricity is being steadily extended. Why not apply electricity to the threshing machine? Could not the electric power be generated at a safe distance, and be transmitted by a wire to a motor attached to the machine, thus avoiding the necessity of having a steam plant, with the dangerous fire and flying sparks in close proximity to the grain stacks? The writer has not much of a mechanical head, and knows scarcely anything about the practical use of steam, much less of electricity, but it would seem that some one should prove equal to the occasion, and adopt a plan whereby the danger of fires at threshings would be obviated. As it stands now, every farmer who employs a steam threshing outfit runs a serious risk of being burned out.—*Winnipeg Commercial.*

#### KOOTENAY MINING ITEMS.

From British Columbia exchanges, principally *The Miner* and the *Victoria Times*, we get the following items about the Kootenay country:—

The latest shipment of "Freddie Lee" ore smelted, returned 78.3-10 lead.

The machinery for the Hill Brothers' saw-mill is lying at Nakusp, awaiting shipment.

The machinery for the Slocan Trading & Navigation Company's steamer has at last reached New Denver.

Jim Wardner's mules have arrived at Kaslo. He has now 100 or more animals on the trail. As fast as he ships out ore he has to ship in hay and oats.

The trail from Carpenter Creek to Bear Lake is now completed, with the exception of the last half mile.

It is a curious and interesting fact that whilst the cube galena of Mexico, Colorado and Idaho is precisely the same in appearance as the galena found in the Slocan, yet it does not assay nearly so high, and is not half so valuable.

M. S. Davys reports that there is a fall of 410 feet between the end of the wagon road at Cody creek and Bear lakes. Some mines, he said, may be below the road, but the most important will have a straight pull down hill for their ore to the lake. Coupled with the fact that the Nakusp wagon road is not to go through this year, this should give confidence to Kaslo's backers. Once let the ore come out, no matter which way, and it will be a hard matter to divert it. Railways and tramways will take the place of trails and wagon roads, and what Kaslo has secured by her energy in the beginning that she will be able to keep.

It is rumored that E. E. Coy has sold a 1-16th interest in the Dardanelles for \$9,000, of which \$4,500 is cash.

Development work is showing up a strong vein on Captain Duncan's discovery on the Salmon River.

Latest reports from Scotland leave no room for doubt that the "Silver King" is sold. The owners will be back at the end of the month.

H. Selous has in his office a fine sample from the "Goldendale." Grey copper and lead are what it contains chiefly. As a surface indication it could not be better.

It is reported that the "Poorman" shipped only \$2,600 of bullion this year. The mill has only been run at intervals, and no attempt made to work the mine systematically. But the output has probably been better than that.

It is estimated that over \$10,000 worth of gold has been taken out of Hall creek this summer. Most of this has been procured by panning. When derricks are put in at Hall creek and proper facilities for sluicing, it will give big pay. The gold is so coarse that no mercury plates are required to save it.

—At the Ontario Mining convention held at the "Soo" the following officers were re-elected: President, James Conmee, M. P. P., Port Arthur; 1st vice-president, James Stobie, Sudbury; 2nd vice-president, Capt. J. S. Skews, Garden River; secretary, John McKay, Sault Ste. Marie; treasurer, D. Able, Sault Ste. Marie. The convention was adjourned to meet at Sudbury in the month of January, 1893.

—"It is a most curious thing about my clerks," said a Market street shoe dealer. "When I say about half-past six at night, 'Well, boys, close up!' it only takes them four minutes to hustle the boxes and strings of shoes in from the sidewalk. The reverse operation, putting the stuff outside in the morning, takes fully three-quarters of an hour."—*Shoe and Leather Review.*

—The total shipments of apples to the United Kingdom in one October week from Montreal were 47,311 barrels; from Boston 15,306 barrels, and from New York 7,040 barrels. Of the shipments from Montreal 29,598 barrels were sent to Liverpool; 15,883 barrels to Glasgow, and 1,830 barrels to London.

—An accurate machine, which is thoroughly reliable, is necessarily costly, but is more valuable than another which merely serves a purpose.

—Fully one thousand tons of manganese have recently been imported into London from Japan, and parties are now there negotiating for shipments to the United States.