An exchange says that Mr. T. Marks has left Port Arthur for some point on the Crow's Nest Pass Railway, where he will establish a departmental store.

The town of Fort William has $13,000 worth of debentures for sale. The town has decided to install an electric lighting plant, and the sale of debentures is to raise funds for this purpose.

A General dealer at Mount Brydges has just had his third visit from burglars. Last Saturday night or Sunday morning the store of J. Bell was burglarized and $200 worth of goods stolen. The merchandise taken consisted of pipes and tobacco, cutlery, perfume, boots and shoes, hardware and ladies' underwear.

A proposal is put forth by the New Westminster *Columbian* to have a grand Western Fruit Fair at that city in connection with the R. A. & I. Society Exhibition next autumn. It is urged that the agricultural associations throughout British Columbia might combine to assist such a fair, while the American Sound cities and towns would crowd to make it a success, as they did the Spokane Fruit Fair a month or more ago.

When he began storekeeping, J. R. Jaynes succeeded to the insolvent estate of Hugh Gillespie & Co., who were in the general business at Alvinston. In doing so he was assisted by a wholesale firm in Hamilton. Owing to the McMaster failure in this city, last February, Mr. Jaynes was obliged to consult his creditors, who granted him an extension. His statement then showed assets of $13,000, and liabilities of $10,000. Now he is obliged to consult his creditors again.

F. J. Waghorn, auctioneer, Winnipeg, has assigned. When he began business he claimed to have over $1,500 cash.——No less than six judgments have been obtained against Weir & Co., dealers in clothing in the same city. A bailiff has taken possession of their premises. —The sheriff has sold the saw-mill effects of J. C. Squirebriggs, of Duck, B.C.—— We understand that F. J. Golden, who succeeded Golden Bros. last month as a dealer in men's furnishing goods at Sandon, B.C., finds that he cannot successfully conduct the business and is trying to make some arrangement with creditors.

MONTREAL HARBOR.

Commenting upon The Monetary Times' article of 29th ult. on Montreal and the St. Lawrence route, a Montreal business man writes last week: "You are not far wrong in saying what you do about the handicapping Montreal is subject to from the lack of space and other facilities for handling cargoes of big modern steamers. We are not at one down here on the matter of harbor improvement—I wish we were. Some are pulling one way and some another."

It is very evident that Montreal people are not agreed as to methods of harbor improvement. The papers have teemed for a week past with letters on the subject. But the writers are not agreed as to the necessary length of piers—not agreed as to the angles of piers with the revetment wall—not agreed as to whether space is more useful as wharf space or as basin space. Then there are the differences of interest between shippers and landowners at the east end and the carriers and commercial bodies who uphold the concentration of the traffic near the canal basin. Clearly, those who urge low level construction ignore its inhibition by an agreement between the harbor commission and the city, to overcome which, if it is to be overcome, must prove an expensive job.

A decision worthy of the future greatness of the port, and the importance of the St. Lawrence route must be reached; and to this end, narrow views will have to be subordinated to the general welfare. Not only do the admitted present defects of Montreal harbor require to be faced; but the cure of them must be set about in a manner worthy of the occasion. What is needed is a comprehensive scheme of improvement which shall over-ride selfish ends and brush aside petty objections. The main point to be kept in view is the prompt and economical handling of freight in competition with other Atlantic sea-board ports. And we should be sorry to believe that the skill and patriotism of the men of Canada will not prove equal to the solution of the problem.

MONTREAL'S FOREIGN TRADE.

The inwards and outwards foreign trade of Montreal, for October, was large, amounting in the aggregate to $10.979,600, that is, the imports were $3,484,322, while the exports reached $7,495,278. Twelve months ago the imports were $3,262,628, and the exports $5,662,316, making an aggregate of $8,924,944 in October. Last month's imports were unusually large, beating even the September record by over a million, and the increase was all in Canadian products. There were larger exports of horses live cattle and sheep, cheese and butter. The October shipments of cheese were valued at $2,187,696, and of wheat at $1,226,919, two-thirds of it American. Flour, too, was a large item of export, all of it Canadian. The following comparison shows classes of goods:

Exports.	October, 1897.	October, 1896.
Produce of—		
Mine	$ 8,226	$ 7,428
Fisheries	19,450	19,683
Forest	676,161	689,893
Animals	4,316,290	3,218,039
Agricultural products	2,069,388	1,217,470
Manufactures	270,350	280,003
Miscellaneous........	3,702	13,162
Bullion............	122,698	206,864
Gold coin............	9,004	9,768

Imports, too, show, as we have said, some increase, noticeable in free goods, such as raw products for manufactures; raw cotton, $208,-137; hides and skins, $51,820: jute cloth and yarn, $48,945; wool, raw silk, tea, coffee, and anthracite coal, which last item was $141,100. Among dutiable goods, dry goods exceed $269,-000; pig iron and metals of all kinds stand at $403,715. Imports of sugar, which in October last year amounted to $497,133, were only $390,032 last month.