

Eastern Business.

ONTARIO.

A. McFarlane, hotel, Windsor, dead.
 A. Butt, jeweler, Toronto, has assigned.
 Jas. Whan, merchant, Chatham, has assigned.
 John Duncomb, grocer, Toronto, has assigned.
 B. G. Wahl, wagonmaker, Elmira, has assigned.
 W. A. Ingles, general store, Powassan, has assigned.
 W. J. Ramsap, manufacturer, Toronto, has assigned.
 Levi Phillips, general store, Croton, has assigned.
 Louis A. Oldfield, druggist, Dundalk, has assigned.
 Neolands Bros., general store, Chesley, have sold out.
 W. R. Anderson, hardware, Collingwood, has assigned.
 Robt. Quance, lumber merchant, Middleton, has assigned.
 E. B. Moreland, weekly payment store, Ottawa, has assigned.
 Edward Walker, dealer in boots and shoes, Alymer, has assigned.
 Geo. Sarsfield, boots and shoes, Kingston, called a meeting of his creditors.

QUEBEC.

H. Samson, tanner, Quebec, has assigned.
 John F. Hanver, restaurant, Montreal, has assigned.
 Charest & Cadieux, carriages, Montreal, have dissolved.
 T. Macrae & Co., general store, etc., Cookshire, have assigned.
 Wm. McCrudder, jr., boots and shoes, Montreal, meeting of creditors 24th inst.
 Savage & McCanna, cigar manufacturers, Granby, have sold out to Payne Bros. & McFarlane.
 Geo. Verry, artist materials, etc., Montreal—Francis Moore admitted under style Geo. Verry & Co.
 F. X. Crevier & Co., plumbers, Montreal, Mrs. F. X. Crevier has ceased doing business under this style.

J. Lessard & Co., publishers, Montreal, have dissolved—Jos. Lessard & M. P. E. Dore continue under the same style.

NEW BRUNSWICK.

Wadman & Co., auctioneers, Moncton, have failed.

NEWFOUNDLAND.

John Withycombe, cooper, St. John's insolvent declaration applied for.

Railway Matters.

Voting on the bonus to the P. A. D. & W. Railway will take place at Port Arthur on the 11th July. June 26th was the last day of the month's option given to Flint, of New York, by the railway to enter into an agreement to build the line. Nothing has ever been heard from him directly or indirectly, and negotiations are off. The company still say they can build fifty miles this season if supported by a bonus from the town.

A correspondent writes: One of the editors of that journal, A. M. Wellington, an engineer of great practical experience, spent his vacation last summer along the C. P. R. in British

Columbia, and saw that, as traffic increases, it will be impossible to compete with other trans-continental lines, with such grades as they have in the Kicking Horse Pass and the Selkirk, and added to this the enormous expense of keeping up snow sheds, glance fences, etc., to protect their line from avalanches and snow slides.

The Rochester, U. S. *Herald* is not at all pleased with the encroachments of Canadian railways in their territory and thus delivers itself on the C. P. R. extension through the State of Maine. "Business that of right belongs to American roads, and which the American roads could easily handle. These British built and British subsidized roads have thrust their tentacles across Maine to the sea and across Michigan to Chicago to rob the American roads of the business that is necessary for their existence. It is time that favors to these intruders were stopped; it is time for the interstate commerce commission to erect proper barriers, under the authority it has, against the discriminations and rate breaking demoralization of these British railroads."

At a meeting in Calgary on 10th June Ick Evans, a representative of the Alberta Exploration Company, stated that the Company had \$600,000 at its disposal which it was proposed to expend at once in building the railway to the Red Deer, if Calgary would guarantee \$40,000 per annum for five years, in exchange for which a guarantee would be given by the company to put coal into the town at \$4.00 per ton, and the amount paid for the coal would be applied in diminishing the \$40,000 guarantee. Mr. Evans concluded by saying that unless the guarantee was given, the company would not build the road. After some discussion in which the Mayor stated that the council had no authority to make such a guarantee the meeting closed nothing having been decided on.

Some time since we published a paragraph regarding a party of surveyors heading for the Crow's Nest Pass. We take the following from the *New York Engineering News* which again gives color to the subject of remark at that time: "The Seattle, Lake Shore & Eastern Railway, in co-operation with the Canadian Pacific, is rapidly pushing its northern branch to a connection with the C. P. R. at the international boundary line. The length to that point will be 113 miles, and to a connection with the C. P. R. at New Westminster about 130 miles. With this connection completed, Seattle will virtually become the main Pacific terminus of the C. P. R., and the result is likely to be beneficial both to that city and to the road, largely increasing its traffic. The project is the more important because the contemplated extension eastward of the Seattle road may, by a slight extension westward of an existing branch of the C. P. R. through the Kootenay Pass, or elsewhere, give that road an alternate route through the Rockies, shorter and of lighter grades than its existing line, and running directly toward Seattle and its rival, Tacoma. This line constructed (as it must be in time) would be sure to heavily increase the traffic of the line, and might make the Vancouver 'main line' something like the Dunkirk 'main line' of the Erie,—in reality a more branch."

Dairy Matters.

A meeting was held at Odanah on June 1st to discuss the advisability of establishing a cheese factory in that district. There are a large number of cows in the district and the farmers are anxious that the enterprise should be proceeded with. A definite scheme was presented to the postponed meeting held on June 21st and the factory will be put in operation as soon as the necessary preliminaries are settled.

Robinson of Elbow Park farm near Calgary, has erected a big cheese factory 20 x 40, plastered and whitewashed, driven by a new engine and boiler of eight horse-power and two vats of 600 gallons capacity and presses capable of turning out 20 cheeses per day. Their water supply is brought from a spring on a hill half a mile away and is carried by means of an underground pipe, thus giving a supply of pure cold water flowing constantly through the factory. At present he has about one hundred cows his own, and besides has the milk of about fifty other cows which is sent in from the surrounding country.

Insurance Briefs.

The *New York Commercial Bulletin* says that the fire loss of the United States and Canada for the month of May, 1889, reached a total of \$9,915,300, or nearly ten million dollars. This is in excess of the loss chargeable against the same month of 1888 by about seven hundred thousand dollars. The losses for May, 1887, amounted to \$10,636,500. The losses for the first four months of 1887 amounted to \$51,886,500; for 1888, \$57,686,400; for 1889, \$56,513,000.

The subject of contingent commissions to agents of insurance companies is again attracting attention. We can think of no one thing in the agency business that will do more to break up the present agency demoralization than contingent commissions to agents. It will greatly improve the character of the risks, and tend to firmness in rates. It will remove that class of agents and solicitors that engage in the business only temporarily, and thus leave the business in the hands of reliable and responsible parties. There is no good reason why an agent who has the selection of the business, and decides upon its eligibility, should not take his chances of profit with the company.—*Cincinnati Price Current*.

A Boston syndicate has bought the Magdalen Islands, in the Gulf of St. Lawrence, for \$500,000, and will erect a large fishing and lobster canning works immediately.

A publication for the study of the German language and literature is the latest addition to the journalistic field. It is published at Manchester, N. H., under the name of Germania, at \$3.00 per year.

Arrests have been made in New York of a grocer, a receiving clerk for Austin, Nichols & Co., commission merchants, and a driver for the Brooklyn Refining company, on the charge of systematic robbery. It is alleged that sugar to the value of \$80,000 has been stolen from the firm of Austin, Nichols & Co., and that the stealings have covered a period of three years.