

**Business East.****ONTARIO.**

John Burns, grocer, Toronto, is dead.  
 R. Hasket, grocer, Lucan, has sold out.  
 H. A. Duggan, grocer, London, has sold out.  
 E. Galpin, hotelkeeper, London, has sold out.  
 C. N. Nelles, liveryman, London, has sold out.  
 W. Livingston, saddler, Thedford, has gone away.  
 J. G. Maurman, jeweler, Arnprior, has assigned.  
 T. J. Carroll, jeweler, Hamilton; stock under seizure.  
 Samuel Vivian, printer, London, has gone out of business.  
 James C. Macpherson, saloon keeper, Hamilton, has sold out.  
 Robert Walker, jeweler, St. Thomas, was sold out by sheriff.  
 James Kilgour, cabinet maker, London; called meeting of creditors.  
 Wm. Wilson, dry goods merchant, Brampton, has assigned in trust.  
 Chas. H. Wegg, carriage maker, St. Thomas, was damaged by fire.  
 Patrick Coughlin, harness maker, Prescott, has assigned in trust.  
 A. Neelands, stationery, Orangeville, has sold out to A. Gillespie.  
 W. C. Killop, general storekeeper, Consecon, has gone out of business.  
 Samuel Armstrong, general storekeeper, Egbert, has assigned in trust.  
 Wm. Kyle & Co., general storekeepers, Woodbridge; stock sold at 77c on \$.  
 Angus McKay, general storekeeper, Ripley, has compromised at 75c on the \$.  
 D. Johnston, general storekeeper, Temperanceville, has sold out to Wm. Butler.  
 Allport & Mitchell, jewelers, Toronto, have dissolved. E. H. Allport continues.  
 Graham & Brown, general storekeepers, Meaford, have dissolved. A. R. Graham continues.  
 Lottomely & Wood, general storekeepers, Nixon, have dissolved. J. N. Wood continues.  
 J. Corbet, hotelkeeper, and H. Badge, furniture dealer, Brownsville, have formed partnership as Corbett & Badge, general storekeepers.

**QUEBEC.**

Tessier & Connolly, grocers, Montreal, have assigned.  
 Pare & Trudel, builders, St. Gabriel, have dissolved.  
 J. D. Whelan & Co., lithographers, Montreal, have dissolved.  
 Auguste Cote, general storekeeper, St. Flavie, has assigned in trust.  
 S. H. May, wholesale dealer in paints and oils, Montreal, has assigned.  
 Magloire Fouruier, general storekeeper, St. Alexandre, has assigned.  
 Beauchamp & Betournay, dry goods dealers, Montreal, have assigned.  
 Labelle & Frere, dry goods dealers, Montreal, have removed to St. Jerome.  
 Florent Guay & Co., dry goods dealers, Quebec, have assigned in trust.  
 J. L. E. Merleau, general storekeeper, Fort Coulonge, has assigned in trust.

Damaso Jalbert, general storekeeper, Kamouraska, has removed to St. Jerome.

**NOVA SCOTIA.**

James E. Conrad, trader, Spry Bay, has assigned.  
 James McLeod, jeweler, Kentville, has assigned.  
 W. J. Lorraine, lumber dealer, Pictou, has assigned.  
 J. E. DeWolfe & Co., grocers, Kentville, advertised to sell out.  
 Douglass & Co., foundrymen, Halifax, have dissolved, Peter Douglass continues under same style.

**NEW BRUNSWICK.**

C. G. Turnbull, shipowner, St. John, has failed.  
 Baker Bros, carriage makers, Woodstock, have assigned.  
 David F. Graham, carriage maker, Campbellton, has assigned.

**NEWFOUNDLAND.**

Ohlman & Linstrom, jewelers, St. John's, have dissolved.

**PRINCE EDWARD ISLAND.**

Charlottetown Pottery Co., Charlottetown, advertises business for sale.

**Commercial Summary.**

The most conspicuous feature in the general tradesituation reported this week to *Bradstreet's* is a pronounced improvement in the iron and steel industries. Pig iron, even in the east, is in more general and in firmer demand, and makers are as a result waiting aside all negotiations for deliveries in 1886. Prices for pig iron are unchanged, although an early advance for best quality Lehigh irons would not be surprising. Stocks are very light. Old rails are scarce, and the nominal quotations of \$18 and \$19 do not buy them. The feeling in these trades is buoyant, and considerable confidence is expressed as to the future. Bar iron is in better demand also. Steel rails, however, have made the greatest advance thus far, touching \$32 per ton at the east and \$35 at Chicago, a gain of \$1. Orders from southern railroads have been frequent, and these with renewal and extension requests generally, while not as heavy in the aggregate as some exaggerated statements recently made concerning them, have filled up mills for the current year. The prospect is that 1886 will prove a busy one for the rail mills. Anthracite coal is fully as active as heretofore and bituminous somewhat more so. This argues well for manufacturing industries. Strikes in certain lines of the glass and nail industries continue. The movement of general merchandise is no heavier than last week, with the exception that at Chicago it is reported that seasonable lines of goods move briskly, and that with a continuance of the existing rate of country purchases another period of noticeable activity is likely to result. At St. Louis, too, dry goods are selling actively, and although the weather has checked trade generally, the volume of sales for eight weeks past has been of gratifying proportions. Cincinnati also reports a better business, especially in dry goods. Philadelphia, Memphis, Cleveland, Detroit,

Burlington (Iowa), St. Paul and Minneapolis have had a more moderate volume of trade, though of fair proportions. Continued cold weather is expected to reduce stocks and start buying from first hands. On the Atlantic seaboard there are but few new features. There is an increased call for funds, which is not as yet reflected fully by an advance in interest rates. The dry goods movement is still ahead of that at the like period in 1884, but below that of one month ago. Prices are steady. Wool sales, too, are checked, with prices firm. Wheat has been irregular under speculative influences. The market was sustained yesterday, in the face of heavy selling, only by the covering of a long line of shorts. The large receipts at the northwest are reported to be from elevators. Minnesota and Dakota farmers are busy plowing and are shipping very little grain. Corn have been firmer relatively, with a better demand for cash and small stocks. Flour is moderately firm and varies in strength with wheat. Provisions are very dull. Petroleum hangs about where it landed after the late rush upward. The export movement in grain and provisions is as light as ever, and ocean freights are very low and quiet. There has been a fair but somewhat forced distribution of grocery staples, with lower prices for tea, coffee and sugar. Dairy products are dull, except for fancy butter, and the export trade is disappointing. There were 170 failures in the United States during the past week, as compared with 146 the previous week, and with 205, 195 and 154 respectively in the corresponding weeks of 1884, 1883 and 1882. About 87 per cent. were those of small traders whose capital was less than \$5,000. Canada had 21, a decrease of 3.—*Bradstreet's*.

One of the greatest engineering projects of the age is the proposed sub-oceanic tunnel by which it is proposed to connect the Scottish and Irish coasts. The distance by the proposed route is twenty-one and a half miles, to be driven at a great depth owing to the remarkable trough which skirts the Scottish coasts at about a third of the distance between the shores. Sir Charles Crawford, who has given the project great study, considers that the work could be completed within eight years. He states that such a tunnel would bring the coal fields of Ayr within forty miles of the manufactories of Belfast; would make the magnificent harbor of Lough Swilly the port of call for the transatlantic liners; would bring America nearly twenty-four hours nearer England, and pour into Ireland such a vivifying stream of life and commerce as would do more to spread comfort and prosperity than decades of remedial legislation. As regards the difficulties of ventilation he thinks that air engines, daily brought nearer perfection, or electricity, now working a tramway within a score of miles of Donaghadee, or the continuous wire rope, so largely used in America, would dispense with steam locomotives. The enormous traffic which would be created it is confidently expected would easily provide the one and a quarter million dollars for interest on the expenditure of \$10,000,000—the estimated cost of the work.