

For some reason, the usual Government figures relating to the exports from Toronto for July have not been received, so that we are unable to make comparison of them with the exports of July, 1898.

SOME ARISTOCRATIC TRADERS.

The following list is given as it appears in an English illustrated paper, and represents a group of English, Scotch and Irish noblemen, who have either gone into trade after being ennobled, or who, being in trade, have been appointed to the peerage. Doubtless the list could be considerably added to:

Lord Londonderry is a coal dealer.
 Marquis of Bute is a wine-grower.
 Lord Sudeley is a jam maker.
 Lord Ranburley is a fruit farmer.
 Lord Harrington is a florist and green-grocer.
 Lord Normanby is a schoolmaster.
 Lord De la Warr is a hotel proprietor.
 Countess of Warwick is a dealer in needlework.
 Viscountess Hambledon is a book-stall proprietor.
 Lord Burton is a brewer.
 Lord Ardilann is a brewer.
 Lord Iveagh is a brewer.
 Lord Ashton is a carpet maker.
 Lord Farquhar is a banker.
 Lord Revelstoke is a banker.
 Lord Woolverton is a banker.
 Lord Glenesk is a newspaper proprietor.

To which a facetious friend at our elbow adds, the Princess Louise, hotel proprietor, who had her license refused the other day by the Democratic Scotch authorities near the Gareloch. But perhaps he should have said her husband.

As names which have grown familiar to readers in this country are sometimes removed from our ken, and perhaps from our memories when their possessors are promoted to the peerage, we have looked up what Burke has to say about some of these names whose possessors have gone from trade and manufacture to be Barons and Baronets. Lord Burton is naturally a brewer; his name is Sir Michael Arthur Bass, of Burton-on-Trent, whose ale is known and drunk the wide world over. His knighthood dates from 1882, and his baronage from 1886. Another stout knight is Lord Ardilann, whose name is (? was) Sir Arthur Edward Guinness of Ashford in the County Galway. No one, surely, needs be told of Guinness' Dublin stout. Lord Iveagh's baronetcy dates from 1867; he was made baron in 1880. Another of the same family, and a later creation, is Sir Edward Cecil Guinness, K.P., LL.D., who in 1885 was made Lord Iveagh, of Iveagh in the County Down. Lord Revelstoke is one of the famous Barings, noted as English bankers for long enough. The Marquis of Bute is an English proprietor of mines on a large scale as well as a Scottish nobleman, residing in Bute Island, and enormously wealthy. There has been a Lord Londonderry for a hundred years; the present one is Sir Charles Stewart Vane-Tempest. Lord Warwick, whose family name is Greville, dates back to 1759.

FOR GROCERS AND PROVISION DEALERS.

The announcement of the closure of the Philippine ports caused great excitement in the London market last week. Manila hemp, which rose 50 shillings per ton, touched £39, the highest figure reached in many years.

Mr. T. C. Hawkins, general manager of the Yukon & White Pass Railway, tells Collector Milne, Victoria, B.C., that the Washington Treasury Department had wired authority to the collector of customs at Skaguay to allow perishable goods to be shipped through in bond, greatly relieving the situation at Victoria and Vancouver.

Grapes on Pelee Island are a very promising crop, and will average from six tons per acre from the Concord, or dark-colored grapes, down to three tons of the light-colored Catawbas. The price, too, is looking up and rates are now offered to the farmers 100 per cent. higher than a year ago. Pelee Island's unique climate has again proven itself. Whilst the peach trees

all over Ontario, Ohio and Michigan have been almost totally killed, not a tree is touched on Pelee Island, and the crop is a good one. This is largely owing, in our correspondent's opinion, to that open belt of water reaching from Point au Pelee mainland, in the county of Essex, Ontario, to "Marble Head" on the Ohio shore, and passing within a short distance of the east side of the Island. This route will be in fact the future route for the car ferries across Lake Erie, bringing coal from the mines of Ohio to the firesides of Ontario. It is open winter and summer, and only forty miles from shore to shore.

FOR DRY GOODS DEALERS.

Just before Parliament was prorogued the Government asked for \$5,364.50 to pay Mr. Charles Bremner, of Bresaylor, N.W.T., the value of the famous furs, which on May 23, 1885, he entrusted to the care of General Middleton and other Dominion officials at Battleford, during the half-breed uprising, and which were appropriated by them. The Premier read the report of the committee of the House, who looked into the claim in 1890. It was unanimously in favor of paying Bremner \$4,500 with interest, which he was willing to accept. No action was ever taken on this report. The item was passed.

Word comes from Halifax that a firm of clothing manufacturers in that city, Clayton & Sons, who employ over 400 hands, called their hands together on Friday evening last, and announced that in future the profits of the business in excess of 10 per cent. will be divided among the men. Interest at the rate of 7 per cent. on the capital invested must also first be paid. For the purpose of apportioning the profits in excess of 10 per cent., the employees are divided into four classes. The first class, including employees occupying the most responsible positions, are to receive 40 per cent.; the second class, 30 per cent.; the third class, 20 per cent.; and the fourth class, 10 per cent. of the balance of profits. The scheme goes into effect at once.

A journal of the silk trade at Crefeld in Switzerland, the seat of that industry, comments on the resolution voted by the Tariff Committee of the French Chamber of Deputies, to raise the duty on plain silk stuffs from a minimum of four francs per kilogramme to six. Before the new tariff of 1892, plain silks unmixed were free of duty. The proposed measure is directed against Switzerland and Germany, and the journal remarks that the prejudice caused to those countries by the closing of the French markets against them would be compensated by the opening of new markets to Swiss and German manufacturers. Foreign buyers of cheap silks, on finding prices raised at Lyons, would make their purchases direct at Crefeld, and other markets, instead of buying in France. This occurred during the war of tariffs between France and Switzerland, when Swiss silk took the place of French on the English market. Both Germany and Switzerland will now compete with France in the exportation of silks of a low class.—London Economist.

HARDWARE AND METALS.

During last year Russia imported from British manufacturers steam engines and machinery to the value of \$6,974,100, of which \$6,021,287 was for textile machinery alone.

There were intimations that manufacturers will take very few orders for steel rails for delivery this year at prices lower than the basis of \$35 f.o.b. mill for heavy sections. To all accounts, however, very few orders have been accepted thus far at higher rates than the \$30 basis.—N. Y. Journal and Bulletin of Commerce.

A New York authority, with long experience in estimates and other statistical puzzles, has ventured the opinion that the shipments of pig tin from the Straits during the first half of August will have been 2,500 tons—no particulars. Elsewhere about 2,000 tons is calculated upon, to come on vessels that are not "unknown."

At a meeting of the Maritime Hardware Association held at Digby on the 11th inst., the following officers were elected: President, W. H. Thorne, St. John; vice-president, A. M. Bell, Halifax; secretary-treasurer, J. J. Barry, St. John; executive committee, Messrs. S. Hayward, P. Carmichael and Thomas McAvity of St. John, and W. F. Robertson, W. C. Brine and Edward Stairs of Halifax.