

knowledge of the curator, John McD. Hains, of Montreal, we do not think he would permit them. His fee is \$100; that of the inspector, \$45; the guardian cost \$149; the auctioneer, \$20. Statutory proceedings no doubt occasioned the other expenses.

CANADIAN WOODS IN LIVERPOOL.

Accounts from Liverpool are to the effect that the wood market of that port for June was fairly extensive, and on the whole satisfactory. While imports have been large, the demand has kept pace with them and values were maintained as stocks did not increase unduly. The arrivals from Canada for the month had been 50 per cent. ahead of June last year; while the tonnage arriving with wood from Canada was 177,875 tons for the whole year, where it had been 150,639 in 1897-8, and 197,137 tons in 1896-7. There has been a rather unusual movement in Quebec square and Waney pine; the stock of both has been reduced, although the imports of the year thus far had been 275,000 cubic feet when in the preceding twelve months they had been only 182,000 feet. The consumption within the six months has risen from 206,000 feet in first half 1897 to 266,000 in 1899 up to end of June. Red pine and deals are in better enquiry, oak dull, elm steady, ash quiet. N.S. spruce and pine deals in fair demand with satisfactory consumption; white pine deals, stocks too heavy and sales difficult.

According to a table published in the timber circular of Farnworth & Jardine, the stock of Canadian wood held in Liverpool at close of June varied in several particulars from that at the same date in previous years. Quebec square and Waney pine shows a decrease; birch an increase. The following were the stocks:

Wood.	—June 30th.—		
	1897.	1898.	1899.
Quebec square pine, cubic feet....	34,000	80,000	55,000
Quebec Waney pine, cubic feet....	267,000	250,000	179,000
Other ports, pine, cubic feet.....	2,000	3,000	5,000
Red pine, cubic feet.....	2,000	1,000	5,000
Birch, logs, cubic feet.....	146,000	55,000	78,000
Birch, planks, cubic feet.....	76,000	19,000	87,000
Ash, cubic feet.....	29,000	20,000	29,000
Elm, cubic feet.....	24,000	5,000	19,000
Quebec pine deals, ptg std.....	5,834	11,020	15,649
Quebec spruce deals, ptg std.....	2,041	925	1,004
N.B., N.S., etc., spruce and pine deals, ptg std.....	13,950	8,110	10,511

Of Oregon pine, the stock was reduced within the year from 252,000 cubic feet to only 22,000; California redwood and Baltic red deals and boards were also reduced. Pitch pine sawn has accumulated, but hewn and in planks is considerably reduced.

IMMEDIATE ACTION DESIRABLE.

Toronto needs increased and improved cattle market facilities. The cattle industry of Toronto has outgrown the western market, and if this trade is to be held, and provision made for its growth, enlarged market premises with better facilities for the cattlemen are essential. All are agreed as to the need for more market space, but whether this shall be accomplished by an extension of the present premises or the acquisition of new premises is a matter yet to be determined. As in many other cases it appears that the difference of opinion as to ways and means is likely to indefinitely delay, perhaps altogether defeat, the object to be attained. The city aldermen should take this matter up in an energetic way and settle it at once.

If it be considered advisable to abandon the present market no difficulty need be found in selecting a new site. Several locations have been suggested, and among the most promising is that part of the Bracondale Hill estate lying between the C.P.R. tracks and Davenport Road. Sufficient space can be acquired here without the destruction or removal of buildings. The ground is level and cars can be conveniently moved without steam power. The C.P.R. have already access to the property and at a comparatively small expenditure the G.T.R. could run a siding into the yards. The property is also most convenient of access to farmers and drovers bringing in herds from the surrounding country. The site is undoubtedly well

adapted to the purposes of a cattle market. The most important matter at present, however, is to get those in control to move energetically and at once towards obtaining better accommodation for the cattle trade.

A SPOILER OF THE EGYPTIANS.

Another instance of how a shrewd and unscrupulous adventurer can worm himself into credit in a new community comes to us from Montreal. Maurice L. Weisman, who reached that city about a year ago, with somewhat uncertain antecedents, and engaged quite extensively in the manufacture of neckwear, etc., is already reported an absentee, after partially carrying out a very cunningly devised scheme of defrauding his creditors to the tune of some \$15,000. Only two days before leaving town he had the painters into the store, whitewashing and freshening up one of his flats, but upon investigating his premises after the flitting, with the exception of a few sewing machines, etc., there was little else left but a beggarly array of empty boxes, all the expensive tie silks, embroideries, etc., being gone. But it is possible that creditors may get possession of a part of these goods, because some of them were delayed in shipment, owing to the local U.S. customs officials thinking they were undervalued, and the goods having been attached in the hands of the railway company. Mr. Weisman evidently believed firmly that the order to "spoil the Egyptians" extended unto the present day, for a jeweller is reported done out of a nice gold watch and chain; a tailor is a creditor for \$259; while both Mr. W. and his brother and his sister are reported to have provided themselves with nice bicycles, besides other necessaries and luxuries. Credit is cheap in Canada.

HALIFAX AND ST. JOHN.

This is not to be a recital of the advantages of St. John and Halifax as winter ports, still less a discussion of the disadvantages of the harbors of these cities. If it were the latter we could easily find uncomplimentary things to say about each in the newspapers of the other. We merely wish to copy, from The Acadian Recorder, a list of the arrivals of shipping at St. John and Halifax during the fiscal year 1898-99, ended with June last. St. John papers had been publishing statistics of the shipping of their port, perhaps boasting of it, too, and the Halifax paper mentioned compares its own port with the other.

Halifax is far ahead of St. John in the tonnage of vessels from foreign ports, but St. John has a big advantage with the proximity of the State of Maine, from which come a large number of Canadian vessels, and the International Line of steamers from Boston. But despite this, the inward tonnage of the port of Halifax is 137,869 tons more than St. John. Following are the comparative statements:

	—HALIFAX.—		—ST. JOHN.—	
		Tonnage.		Tonnage.
British, steamers	296	471,246	138	282,506
British, sail	29	1,096	3	765
Canadian, steamers	75	60,029	7	646
Canadian, sail	484	51,122	798	83,412
United States, steamers	7	12,973	160	151,665
United States, sail	80	9,211	202	44,566
Norwegian, steamers	16	15,186	1	1,920
Norwegian, sail	27	19,720	10	8,241
Austrian, sail	10	5,786	1	577
Danish, steamers	4	6,916	3	5,348
French, steamers	23	9,336	1	2,109
French, sail	4	985	...	.....
Italian, steamers	2	1,324	...	.....
Italian, sail	9	6,153	12	8,899
Dutch, steamers	2	4,441	1	1,424
Dutch, sail .....	..	.....	1	752
Spanish, steamers .....	..	.....	2	.....
Russian, sail .....	..	.....	3	9,153
Hawaiian, sail .....	..	.....	1	.....
Totals		739,852		601,983