

Lancashire Fire Insurance Co. Of Manchester, England.
Capital and Assets over \$20,000,000
BAMFORD & CARSON, Agents,
51 St. Francois Xavier St., MONTREAL
BELL TELEPHONE No. 181.

SUN INSURANCE OFFICE. Of London, England.
(Fire only) Capital and Assets over \$20,000,000
BAMFORD & CARSON, Agents,
51 St. Francois Xavier Street, Montreal.
BELL TELEPHONE No. 181.

The net funded debt of New York city on 31 Dec. 1894 was, \$104,073,800. It takes about \$35,000,000 a year to run that city. Probably 25 per cent is wasted, or stolen.

The Harland Ship Building company, of Belfast, are in negotiations with a Liverpool ship building company for the construction of two Atlantic liners, each to be 1,000 feet long.

The Canadian Government is expected to exempt from duty boom-sticks and chains used in rafting logs on the great lakes as the result of a ruling by the Treasury Department that the United States now exempts their sticks when coming from Canada. An understanding has hitherto been made that when the United States took this action Canada would reciprocate by similar action.

Out of the total population of France (38,133,855 in 1891) nearly one-half (17,435,883) derives its living from agriculture. 3,570,016 persons tilling their own land. In the last forty years the agricultural part of the population has diminished 10 per cent. 2,532,560 persons are employed in trade and industry; 1,119,933 in railways and other forms of transportation; 1,114,873 in the liberal professions; 715,621 in the police; and 699,671 in the public service. 2,169,750 more than five per cent of the population live on their private means—that is, have no recognized occupation, while a million and a third are classified under "profession unknown."—Ex.

Mr. William Randall Cremer, a member of the British House of Commons, who is in Washington charged with the pre-entation to President Cleveland of a memorial signed by 332 members of the British Parliament urging the negotiations of a treaty looking to the submission of all matters in dispute between the United States and Great Britain to arbitration, has paid a formal visit to the President. He is strongly of the belief that if Congress will give evidence of its willingness to sanction such an arrangement, the British Government will return a prompt and hearty response, and immediately initiate the negotiations.

A meeting of salt producers was held at London on 5th inst. The object of the meeting was to consider the best means of remedying the depressed state of the salt business, which, he claimed, was due to the competition of the C. P. R. wells at Windsor. The production of Canadian salt is a little more than 300,000 barrels annually. The Canadian Pacific railway are now producing 700 barrels a day at Windsor, and will shortly add new machinery which will give them a capacity of 1,000 barrels a day. This would enable them to supply the whole Canadian market, and their transportation facilities now enable them to sell salt at from 60 to 65¢ a barrel, a price which left no profit for the individual producers. The latter will try to induce the Canadian Pacific railway to join them and so control the output and price. Failing that, Mr. Kinney, of Detroit, says he is prepared to make an offer on behalf of American capitalists for all the individual salt wells. He says they will then fight the C. P. R. on their own account. The meeting adjourned until to-morrow, no satisfactory agreement having been reached.

The Butter and Cheese association held its annual meeting on 4th inst. Mr. Wm. Nivin, president, in the chair, who submitted the annual report of the business transacted by the association during the past year which was unanimously adopted, and ordered to be printed and inserted in the annual report of the Board of Trade. The elections of officers resulted as follows:

—President, Mr. William Nivin, vice-president, Mr. George Wait, treasurer, Mr. Frank Duckett; directors, Messrs. A. J. Brice, P. W. McLagan, D. A. McPherson, H. H. Ogden; arbitration committee, Messrs. George Holge, Arthur Hodgson, John McKergow, J. A. Vaillancourt and W. T. Ware; transportation committee, Messrs. A. A. Ayer, James Alexander, A. J. Brice, George Wait, Arthur Hodgson, D. A. McPherson, J. A. Vaillancourt, W. M. Campbell, W. T. Ware, J. C. Warrington. The cheese branding question was discussed, and the following committee was appointed to take charge of the matter and watch any legislation which might be proposed in reference of it.—Messrs. Arthur Hodgson, John McKergow, D. A. McPherson, J. C. Warrington, and W. T. Ware. Mr. William Nivin, the president was unanimously chosen to represent the association in the council of the Board of Trade.

Fifty years ago, England controlled one-third of the carrying trade on the high seas, but now it controls more than one-half, or literally, possesses 56 per cent. of the carrying power of the world. Its tonnage of vessels increased from 3310,000 tons in 1810 to 10,230,000 in 1892, or 211 per cent. It has increased steadily, with a greater ratio of gain than that of any other country the past ten years, or from 34.3 in 1882 to 56.6 in 1892.

Steamers have superseded sailing vessels meanwhile, with one steam having four times the carrying power of a sailing vessel of equal tonnage. But on account of the superiority of her steamers and her commercial enterprise, England has yet been the greatest power in steamer tonnage. The average of vessels built in British yards for 1890-1892 is said to be, steam, 927,000, and sail 218,000 tons each year.

As a matter of record, in 1892 the carrying power of steamers was 57,810,000 tons, and sailing vessels, 11,030,000 tons, with a ratio of gain to the former of 31.7 in 1860 to 77.4 and a ratio of loss to the latter of 68.3 tons to 22.6 tons.

The increase of trade, as naturally would be expected, is most in favor of England. Taking the world's cargoes, according to port entries to be in 1892, 220,190,000 tons, England carried 115,320,000 tons, or 461 tons per seaman.

These and other figures that might be quoted, show that England has 56 per cent. of the carrying power of the world; that the trade between Great Britain and her colonies is growing more rapidly than the commerce of the world, that English seamen carry more merchandise per man than those of other nations, and four times as much as the British seaman of 1861, and that the annual loss of England by shipwreck is only half that of other nations, as compared with tonnage afloat.

The Metal and Hardware association in affiliation with the Montreal Board of Trade, held its annual meeting a few days ago. After the retiring president had read the annual report the following gentlemen were elected officers: President, Mr. James Crathern; vice-president, Mr. Thomas J. Drummond; treasurer, Mr. J. B. Leamont; directors, Mr. F. Fairman, Mr. James Phymister, Mr. William Macmaster and Mr. A. C. Leslie.

Chicago representatives of the two biggest plate glass companies in the United States have received notice that the price had been advanced 20 per cent., the figures going back to those fixed Oct. 27, but which were subsequently cut on account of a disagreement at a meeting held by the companies' representatives Dec. 20 at Cleveland. The reinstatement of the price seems to indicate that the plate glass companies have come to an agreement and presages the purchase by the Pittsburgh Plate Glass Company of all the other plants in the United States and the formation of a plate glass monopoly. In fact some Chicago jobbers were willing to say that they thought the purchase was already made.

The Diamond Plate Glass Company of Kokomo, Ind., concedes that the plate glass combine is a go. W. L. Clause, secretary of the Diamond Company, said: "We have received an intimation that the matter is closed but we have no positive information. It may be a week before the details are arranged. The combine is capitalized at \$20,000,000. The Diamond Company goes in at \$2,000,000, an advance of \$500,000 over its original capitalization. The Howard Plate Glass Company, the last to yield, was listed at \$600,000.

The Franco-Canadian treaty, having been adopted by the French Senate and Chamber of Deputies, has now been promulgated by the President of the Republic, and the announcement appeared in the "Journal Officiel" of the 26th ult. The President is authorized by the proclamation to ratify and, if there is good cause, to put into operation the treaty in question, which, it will be remembered, was signed at Paris on February, 6, 1893. All that remains to be done now is for the exchange of ratifications to take place, and a proclamation to be issued by Canada and France, fixing the date on which the mutual tariff concessions are to take effect. The development of trade, as the consequence of the treaty, is attracting considerable attention in steamship and business circles and the possibility and, indeed, the desirability of direct steamship communication between Canada and France is being much discussed. If Canadian manufacturers, merchants and shipowners take the question up with their usual enterprise, there is little doubt that the trade of the Dominion with the republic may be largely increased; but, of course, direct importation into France will be necessary to avoid the *surtaxe d'entrepot* which is levied on importations by way of any European country. There is already a good deal of irregular communication between the two countries during the season of navigation, and no doubt steamship companies may be disposed to pay more attention to the service if they receive any encouragement to do so.