

The suspension is announced of the wholesale metal firm of A. & C. J. Hope & Co., of Montreal, an offshoot of Messrs. Adam Hope & Co., of Hamilton, they having issued a circular calling creditors together for the 20th inst. They attribute their troubles to the heavy shrinkage in values and heavy losses made during the past three years. The failure cannot be said to be altogether unexpected, as it was generally known among the trade that they had not been making any money for some time past, and it has latterly been understood that they intended to withdraw from business. No particulars of liabilities will be available till after the meeting.

Since the opening of the season, the shipments of lumber to the United Kingdom and Europe by Halifax firms in the trade have been about equal to these of last season, and prices realized on the whole were about the same. Up to the present date some 97 vessels have been loaded at Halifax and lumber ports lying to the east and west of this by three city houses, T. L. Dewolf & Co., J. H. Mathers (for Francis Carville & Son, London, G. B.) and Wm. Chisholm which have been taken to the United Kingdom, France, Spain, Holland, and ports in other European countries. About 37,000,000 feet. Sixteen vessels, four of them at the port of Halifax, are now being laden with lumber for the other side, and will take between 8,000,000 and 9,000,000 feet at the commencement of the season. In spring the average price realized was 55s per standard. Lately there has been an increase, and the average is now 70s, but the rise in freights has swallowed up what extra profit might have been made by merchants.

Among the somewhat prominent business men recently deceased is the Hon. John Hamilton, of Kingston, who died at the age of 80 years. He resided for fifty years in the same house, one built by him in 1832, and during that time was largely engaged in steamboating, having been owner of the "Frontenac," the first steamer to ply on Lake Ontario. He was also owner of the Great Britain and the Lord Sydenham—the two largest steamers navigating the lakes in those days. He afterwards formed the Royal Mail Line, with which he was connected until 1861, when the Canadian Navigation Co. was formed with Mr. Hamilton as General Manager, which position he retained until the amalgamation of the Richelieu & Ontario Navigation Companies. He was for seventeen years President of the old Commercial Bank; was a Director of the Trust and Loan Company; and at one time was President of the St. Andrew's Society of Kingston.—Mr. James Hall, ex-M. P., who died at Peterboro', Ont., on the 9th instant, was another quite prominent man in his own locality, and occupied a number of responsible positions.—Mr. Adam Oliver, ex-M.P.P., of Ingersoll, died in the 59th year of his age, after an illness of long duration. Mr. Oliver was a carpenter by trade and of late years carried on an extensive business as a mill-owner and contractor.

The shipment of dressed beef from Chicago to eastern cities, which began some weeks ago, has made quite a stir among the butchers in the New York market, and among the shippers of live cattle in the west. The effect has been to cause a reduction of \$3 to \$4 a hundred lbs. in New York, but not in Philadelphia, for it seems this city has not shared to the same extent in the advantages of refrigerated beef. Dead meats can be packed more closely. But fifteen or sixteen live cattle can be brought east in one car; the same car will hold from thirty to forty dressed cattle, saving the shrinkage in weight incident to a long trip by rail. It is claimed for the refrigerated meat that it is in better condition than if brought from Chicago alive, as the cattle are in perfect condition when

driven to the slaughter-house there, while the fatigue of a long railway journey always deteriorates the quality of the beef. On the other hand, it is alleged by retailers that the meat from the refrigerator cars does not keep good on the stands, and that its advent will make no difference in the market price. At present there is a good deal of excitement about the stock yards in Chicago. The live-stock shippers say that men who have heretofore shipped 75 car-loads of live cattle to New York per week, said they are following a ruinous business, and will have to discontinue it, or else go to the wall. When asked the reason, they said it was perfectly useless to try to compete with men who buy cattle in Chicago, slaughter them here, and then ship them to the east and sell them for 2½ and 3 cents per lb. less than men who ship their cattle to the east direct. "We buy," said the shipper, "first-class cattle and pay several cents more per lb. than those fellows who slaughter them here and then ship them, and for this reason, if we were to buy cattle the same as those dressed-beef fellows do, by the time they arrived in New York they would be a mass of skin and bones, and who would buy them? The cattle that we ship are A No. 1., and after a ride to New York it is a somewhat hard matter to have them in good condition when the market is opened, the shrinkage is so much.

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