

SARNIA's population is 4,147.

THE Acadia Coal Co. are building a railway track to connect their works at Westville with the track of the N. S. Coal Co., so as to ship coal this summer from the pier of the latter Co.

PROFESSOR L. B. Arnold, of N. Y. State, has been engaged by the Western Ontario Dairymen's Association to give practical lessons in cheese making at Seaforth next week.

THE N. Y. Produce Exchange were to take a ballot on Wednesday on the question put by President Edson, whether they should agree to buy and sell grain and other produce under the central system, which would make the barrel of flour 200 lbs. &c.

THE re-building of St. John has gone on briskly during 1878, too; 108 brick and 408 frame structures were put up last year, at a cost of \$1,813,679. The buildings erected in 1877 after the great fire of June, numbered 1,315, which included 400 temporary wooden ones. The cost of these was \$3,643,105. The Relief Society of that city, which held its annual meeting last week, has yet \$141,024.07 of the funds on hand; \$32,639.93 was expended last year among 1326 families. Montreal has not yet paid its \$10,000 voted at the time of the great fire, and probably never will. "Montreal," says a Maritime Province paper, "has acted very meanly in this matter, and has exhibited a Punic faith which will immortalise it in history."

Two more Wingham merchants have gone "where the woodbine twineth." This is from a Seaforth paper, and reads a little 'roughly' on Wingham. However, John Sylvester, who had a fruit store there, left some days ago, owing \$300 and has not since been heard of. About the same time Mr. George Kennedy, who bought hides on the market also decamped. He drew at the bank on his father in Ingersoll, to pay for the hides he bought. It has been ascertained that he did his father out of nearly \$4,000.

COPPER ore is stated to have to been found in St. John County N. B. near Martin's Head. The lode is stated to be broad and well defined; an assay made in England shows, it is claimed, that "portions of the ore contained 53 to 58 per cent. of copper" but does not give the figures of the whole assay.

CONNORS' rope-walk at St. John N. B. destroyed by fire last year, has been re-opened. The main building, with machinery bought in New York for spinning, tarring, and laying, is 40 to 60 feet, and the steam engine, 40 horse power, is from Messrs. Waterous of Brantford. The rope walk is 20 feet wide by 900 feet in length.

CAMPBELLTON N. B., on the Baie des Chaleurs, and Gaspé, Que. on the St. Lawrence have now regular steamboat connection. The steamer *St. John* plies as a mail, passenger and freight boat between those points in connection with the Intercolonial Railway.

CATTLE to the number of seventy head, bought around Sackville N. B., have been forwarded to Quebec for shipment to Great Britain. Several of them weighed 2200 lbs each.

THREE coal cargoes for Portland, one of 1,700

tons for Montreal, one of 300 to Yarmouth, another of 700, and a steamer for P. E. Island partly coal laden, are the shipments noted in one week by a Pictou paper.

THE disagreements between the Common Council of St. John and the Government have been harmonized, and it is said the harbor will be at once placed in commission.

TWENTY seven tons of maple sugar, worth \$5,500 have been made this season on Maccan mountain, N. S.

JULY 12th next is announced by the Second Adventists as the day for the end of the world. It is suggested that business men having notes due that day will not require to bother about them.

THE Albert Brick, Lime and Cement Co., of New Brunswick held its annual meeting lately and chose directors and officers as follows: A. E. Killam, President; George Calhoun, Secretary; Elisha Tingley, Treasurer; Thos. McHenry, Manager; M. B. Palmer, Esq. Director.

MAINE has memorialized the American senate for an appropriation to build, in conjunction with the Dominion Government, a bridge over the St. John, and St. Francis rivers, these streams constituting a boundary between Maine and New Brunswick.

RESPECTING ship building on the Clyde, the prospects, although less bright than some silly rumors made them, are a shade better than was expected not many weeks ago. A recent Glasgow paper has been assured, however, by one of the eminent shipbuilders on the upper reaches, that orders are coming in slowly but steadily from unlooked-for quarters, as owners are pleased with the reduction in the prices of labor on the Clyde, and the relative condition of the iron market.

RESPECTING manufacturing enterprises in the city of Sherbrooke, Que., a recent letter to the *St. Johns News* says Adam Lomas & Co. are adding a building 40x40 and three stories high to their woollen mill. Grindrod & Co., also woollen manufacturers, have bought an extensive waterpower for \$10,000 and are extending their factory, adding a 40 horse engine to their motive power in the old mill.

For the first time in the history of the rubber trade, says the *New York Journal of Commerce*, the manufacturers of rubber belting, hose and packing, of the United States and Canada, met together to consider the propriety and necessity of advancing the prices of their manufactured goods, in consequence of the great advance of the crude materials. The Canadian Rubber Co. of Montreal, with which has lately been fused the interests of the North America Rubber Co., of Quebec, sent a representative to the gathering, of which Mr. John H. Cheever, of the New York Belting and Packing Company, was chosen chairman, and Mr. John P. Rider, of the New York Rubber Company, secretary. It was agreed unanimously that present net prices for rubber goods should be advanced, and the organization (for it is intended to be a permanent one) will meet again on the 4th June. Companies representing a capital of \$6,000,000

were parties to the agreement, viz., N. Y. Belting and Packing Co., N. Y. Rubber Co., Boston Belting Co., Gutta Percha and Rubber Co., Boston Elastic Fabric Co., National Rubber Co., Union Rubber Co., B. F. Goodrich & Co., Cleveland Rubber Co., Canadian Rubber Co. of Montreal, Mercer Rubber Co., Hamilton Rubber Co., Star Rubber Co., Whitehead Bros. Lambertville Mnf. Co., Combination Roll & Rubber Co.

THE Boston *Advertiser* has the following about a Nova Scotian, who deserves to be held up as an example to many merchants in this Dominion and in this province, aye, and to some in this city, who can very well afford to go and do likewise—and would do so if their consciences were not dulled and their sense of moral obligation weak. "A. Porter, of Yarmouth, N. S., sailed from Beverly on a fishing voyage in the year 1856, and making an unsuccessful trip was unable to pay his bills. Recently he returned, hunted up his creditors, and squared the old accounts—principal and interest."

THE Cole Harbour Dyke property in Nova Scotia, was sold by the Sheriff recently under a judgment in favour of the estate of Almon & Mackintosh, of Halifax. The enterprise had been undertaken by an English Company, who obtained a grant from the Provincial Legislature of a certain tract of low lying land at Cole Harbour, Halifax County, containing about 5,000 acres, which was covered with the sea at high tide. About \$50,000 had been spent in building a dyke, by cribbing across the mouth of the inlet with flood gates, by which the tide has to be kept out, thus reclaiming the land which it was estimated would be worth \$50 to \$150 an acre. But so far the projectors have been unsuccessful in their endeavors, and the enterprise had in the meantime been abandoned. Baron Grant, well known in English financial circles, had a large interest in it, and when he collapsed, funds for the prosecution of the work ceased coming. Almon & Mackintosh had advanced about \$15,000, taking security on the property, hence the sale for \$16,300. It is understood that the purchaser represents the creditors of the Baron or some other large holders of stock, and the work is expected to be prosecuted to completion this summer. The probable cost of completing the necessary obstruction to the tide, is variously estimated at from \$5,000 to 15,000.

THE "common sense door escape" is a very simple but important invention, recently patented by Messrs. G. A. Shaw and Robt. Semple. It is simply a door stop mounted on hinges, and in the event of fire or any other accident creating a panic among passengers the door could, by a little pressure from the inside, be opened outward. Those who remember the Komoka and Shannonville accidents will realize the importance of the invention. We are glad to learn that the Great Western Railway have adopted this improvement in building their cars.

FROM a useful pamphlet named "The Coal Trade," published yearly by Mr. Saward, the editor of the *Coal Trade Journal*, of New York,