

THE Dominion Express Company commenced last week to operate on the Credit Valley division of the Canada Pacific Railway, and on and after the 11th inst, it will also operate on the Toronto, Grey & Bruce division.

JAMES HARRIS & Co., of St. John, N. B., have almost completed fifteen flat and two box cars for the Miramichi Valley railway, and have commenced building ten flat cars for the Caraquet railway. A large order is also in hand for the Intercolonial.

At a sale of timber licences in Fredericton, N.B., on the 30th ultimo, the bidding was lively. A block of limits in Cardwell parish, Kings County was bid up to \$117 per mile and secured by T. P. O'Connor. Another of two miles on Pishehogan River, Charlotte County was secured by Jas. Pickard at \$26 per mile.

A MARITIME exchange tells us that the prices of all kinds of fish at Eastport, Maine, and on the New Brunswick coast, are lower than for many years. In some cases it hardly pays to cure them. Last season good prices were obtained, but the catch being unusually large, there was a big stock kept over, which is the principal cause of the present low prices.

THE contract for building a steamboat, intended to navigate in Lake Nipissing, has been awarded by Mr. Booth, lumber manufacturer of Ottawa, Ontario, to Mr. Paul Lamothe, shipbuilder, of Montreal. This vessel will be the largest which ever navigated the north-western lakes. The machinery is to be constructed in Montreal.

THE question is put to the commercial public as follows by the Cincinnati *Price Current*. It is worth pondering: Why would it not pay better for property owners to support the fire department well and keep up an interest in it, than to pay high rates of insurance? It rests with the public to decrease the number of fires and to lessen the losses by the adoption of approved appliances for the prevention and extinguishment of fires.

THE death is announced of Mr. W. Martin, a retired grocery merchant of Kingston, at the age of 62. The *News* dwells as follows upon his career: "His record as a business man is remarkable; he never got into financial difficulties, and notwithstanding that he was in business for thirty-two years, twelve years in the wholesale trade, he never had a law suit, and never sued a debtor, not because he had not occasion to, but because he preferred private settlement to litigation. Held in high esteem by the public in general, no one in the city was more respected than deceased."

In the *Monetary Times* of the 24th ult., in referring to the luncheon given to the chief representatives of the fire insurance offices in Toronto, we inadvertently stated that the invitations were given by Mr. James Valentine, the manager of the Northern Assurance Company, instead of stating, as was the case, that it was to the courtesy of Mr. James W. Taylor, the general agent of that company in Canada. So many insurance men had the pleasure of meeting a distinguished underwriter in Mr. Valentine, and partaking of the generous hospitality of Mr. Taylor, that we hasten to make the correction.

THE *Halifax Herald* states, under the heading "an iron ship for Pictou," that Messrs. Jas. W. Carmichael & Co., of New Glasgow, have recently contracted with well known builders on the Clyde, for the construction of an iron sailing ship of 1,400 tons register, with steel masts and yards, to be launched next spring. Her dimensions will be 232 feet in length, 38 feet beam and 22 feet hold. She is to be named the *Brynilda*. "It is reported that other Nova

Scotia shipowners are now in Glasgow negotiating for the construction of iron ships. Messrs. Troop & Sons, of St. John, launched an iron ship early this year from the Clyde, which we believe is the only provincial iron sailing ship afloat."

In Halifax, J. E. Parker, grocer, has become involved and made an assignment.—W. S. Symonds & Co., extensive founders in Halifax, have also assigned. One cause of their difficulties is probably a lack of enterprising effort in the prosecution of the business.

THE failure of so important a firm as that of I. & F. Burpee & Co., is the subject of the hour in St. John, N. B. Two young men without experience or business education, we are told, were placed in possession of a splendid business by their father and uncle, Hon. Isaac Burpee, and have made 'ducks and drakes' of it. They are short nearly \$60,000, which Mr. Isaac Burpee and his brother, E. R. Burpee, will make good to the creditors. They are not legally bound to do so, but the former is morally bound to do so, and, says our informant, "will not shirk the responsibility, I believe." Extravagance, careless management, and operations outside of their business are the causes of failure.

A HARNESS maker in Emerson, Man., Robert Foster by name, has obtained an extension of two years from creditors. He owes over \$5,000.—P. R. Young, a general storekeeper at St. Andrews, Man., is asking creditors for an extension of time but does not let them into his confidence as to his financial position. However, they have the alternative to either accept his offer or receive his assignment.—In Brandon, Sword & Moore, mill men, complain of dullness of business, and have failed to meet their payments. They assigned a few days ago.—C. H. Field, who is supposed to be a Winnipeg branch house of Field & Davidson, who have failed in Hamilton, has assigned.

WE learn from the Calgary, N. W. T. *Northwestern*, that two hundred and twenty tons of Medicine Hat coal were shipped in one October week to Winnipeg, where it is selling for \$7 per ton. The same journal adds that the Medicine Hat and Fort McLeod Railway is to be a narrow gauged one. This road was projected at a time when it was supposed that there was no coal west of Calgary. "The fallacy of this supposition was shown months ago. Several coal mines will shortly be in operation at the foot of the Rockies. Three of these are anthracite coal and the rest soft coal of a quality far superior to the Bow and Belly River coal. A splendid soft coal has been discovered forty miles west of this place. It is said to be bituminous and the best soft coal yet discovered in the North-west."

NEARLY a mile of water front in the harbor of New York changed hands yesterday, says the *New York World* of Friday last, referring to the sale made by the George Law estate, of the cricket grounds and water front between Tompkinsville and New Brighton, Staten Island, to Mr. Morrow, representing Erastus Wiman. "The property transferred includes an area of upwards of forty acres bordering upon the port of New York. The construction of a railroad along the west shore of the harbor, connecting at Elizabeth, N.J., by a railway bridge with the railroad systems, will render this portion of the harbor available for cheap storage and excellent terminal facilities for the produce of the West and South." Pretty good, this, for a lad who began life as a stationery dealer in Toronto in a small way, to be making provision to day on so extensive a scale for storing and shipping the produce of America.

ON reopening the agency of the Merchants' Bank at Mitchell, the general manager appointed Mr. E. G. Lawrence, of Stratford, as agent.

J. T. JORDAN & Co., one of the many dry goods concerns on St. Lawrence Main St. in Montreal, have assigned to Kent & Turcotte, with liabilities of about \$5,000. This is the first dry goods failure in Montreal for some little time past.

THE Joseph Hall Manufacturing Company, of Oshawa, which has been weighted down with debt for years, has at last come to a stoppage. On Tuesday last the court of Chancery ordered the company to go into liquidation and an administrator has been appointed.

SMITH BROS. & Co., a Montreal firm of patent medicine manufacturers, whose trouble we have already noted, have assigned, and owe in all about \$15,000, it is said. A meeting is called for the 11th, when it is expected one of the partners, who left for the U. S. at time of the failure, will be present.

POSTMASTERS of money order offices in Canada are authorized to issue money orders on France and Algiers on and after 1st. instant. From the same date money orders may be obtained in France and Algiers for payment in Canada. The limit of a single order to be issued in Canada on France or Algiers is fixed at \$50.

THE voyage from China to Quebec was made by the barque *Alpheus Marshall*, 1,096 tons, of Digby, N. S., laden with 29,190 bags of sugar, consigned to the Canada Sugar Refinery. The barque left Taiwanfoo, China, now one of the ports blockaded by the French. Previous to leaving Taiwanfoo, the Chinese were making great preparations for the coming blockade, strengthening the fortifications, etc.

IN the Province of Quebec we note the following: Robert Morgan, music dealer, of Quebec, whose failure we have noted, is offering 25 cents on the dollar. At Batiscon, L. H. Marchand, a general dealer, has assigned. Napoleon Roy, a Montreal tailor, has assigned to Thibaudan Bros. Mrs. J. Woods, in the dry goods business at Buckingham, in a small way, has assigned. Vital Paradis, of Montreal, tug owner, &c., is offering 24 cents in the dollar.

MESSRS. C. H. Cordingley & Co., of Montreal, wholesale liquor dealers and manufacturers of cordials, have assigned to A. W. Stevenson. They succeeded originally to the business of Winning, Hill & Ware and for a time did well. They subsequently absorbed the business of Smith, Burch & Co. in the same line, and getting into a wide-spread condition, were obliged to compound last winter at 70c. on the \$. Two instalments of this settlement have been paid, but they were unable to meet the third, hence the assignment. Liabilities are placed at about \$42,000 of which \$20,000 is indirect.

A WELL-KNOWN and widely-esteemed citizen of St. John, Mr. Henry Jack, died last week in his sixty-first year, after a paralytic stroke. Born in New Brunswick, he entered the service of the Bank of British North America at an early age, and was later on appointed to manage the agency at St. John's N. F. Returning to St. John after some years he withdrew from banking and entered the insurance business, managing there the North British and the Scottish Imperial Companies. He had been Vice-Consul for Spain for several years. "He was a man of honor and strict integrity, independent in thought and in action, and judging all questions for himself," says the *Globe*. The New Brunswick Board of Underwriters passed a resolution regretting his demise, and agreeing to attend his funeral in a body.