

inferred that 20 per cent. of the cows of the United Kingdom are infected with tuberculosis, or, in other words, 800,000 cows in Great Britain are suffering more or less from this dread disease. As, however, it is only when the udder is affected that milk becomes injurious to man, the danger is not so great as it looks. The danger of receiving disease from the consumption of colonial butter is thus not so great as the press of Great Britain sometimes claim.

ABOUT BOOTS, SHOES AND LEATHER.

The Sherbrooke Shoe and Leather Company have presented a petition to the council of that city, asking a bonus of \$15,000 and 20 years' exemption from taxes.

The Stratford Shoe Company has increased its premises and will employ 75 operators. Heretofore only infants' shoes have been made, but it will now make misses' shoes as well.

It is not unlikely that patent leather shoes will this year be more worn than in former years. A number of women's patents are shown with a light top of silk material, and they are very pretty. Canvas shoes are to be had in black and colors; a brown check has a nice appearance, and promises to sell well. A "fad" in shoes is shown made of network. Through the open material can be seen the hose.

It would doubtless be a shock to many dainty persons in high society to learn that the Prince of Wales is an expert shoemaker. This was the particular handicraft the prince chose to learn when a boy, the Queen and the Prince Consort having made it a rule, as German sovereigns have done, that each of their sons should receive a thoroughly practical training in some trade. The boys were allowed to choose the one which they liked best. It is said that Albert Edward has worn shoes of his own make.

"The little ills of life," says Thackeray, "are the hardest to bear. What would the possession of £100,000 a year or fame or applause avail to a gentleman who was allowed to enjoy it only with the condition of wearing a shoe with a couple of nails inside it? All happiness would disappear and plunge into that shoe; all life would rankle around those nails." Instead of the moral that Thackeray, or some one for him, tacked on to this story, we offer the following: Shoe artists, do not leave any nails or pegs inside the shoes you make. You might wreck the happiness of a customer thereby.

It would seem that the method adopted to popularize the Slater shoe resembles somewhat the way Douglass went about his work in the States. The success which the Douglass \$3 shoe has achieved in the United States through the medium of newspaper advertising is remarkable. Douglass was a few years ago doing a small shoemaking business in a New England town, where he enjoyed a good local reputation as a maker of men's shoes, upon which he did most of the work himself. It occurred to him, or else somebody suggested that it might be worth while to expend a few dollars in advertising, and from that the foundation of the present Douglass business was laid.

When the tanners' deputation from Berlin, Cobourg, Lindsay, Niagara, Toronto and Whitby appeared before the Governmental Commission in this city last week, Sir Richard Cartwright rather surprised them by his knowledge of their affairs. He produced in blank the declaration by which the combine binds its customers, and asked, in a way half bland and half grim, for an explanation. But the explanation that came was scarcely effective in explaining. What the tanners said was that there was no combine to make prices. Every tanner sells at what prices he can get. But although, nominally, the combine does not "make" prices, it in reality governs them when it keeps down the production. The tanners say they want 2½ per cent. more protection, under sections 219 to 222 of the present Act. Query—had they not better let well enough alone?

The boot and shoe factory of John McPherson & Co., Hamilton, machinery, stock, and finished goods, has been bought from the assignee by Long & Bisby, wool dealers, who intend to dispose of the boots and shoes at once, but not to disturb the machinery and raw material till a chance is given for some one to take hold and operate it. The *Times* asks, "who will start the factory?" and urges the moneyed men of the city to come forward. But no capitalist appears anxious to venture his money in it. There has been some loose talk about the employees of Mr. McPherson taking stock to the amount of \$13,000, but it would need many times \$13,000 to carry on the factory in the style and on the scale which alone will secure success under present industrial conditions.

You may be called the best of husbands, and kindest of fathers and a good fellow all around. You may be spoken of in terms of praise in the neighborhood that includes your home, and that knows you best. But you cannot at last fulfil entirely this description if you continue on without insuring your life.

LUMBER AND TIMBER.

The Southern Lumber Manufacturers' Association met in Memphis, Tennessee, on Friday, and adopted a price list, advancing yellow pine 50 cents per 1,000 feet. A committee was appointed at the meeting to prepare resolutions memorializing Congress to increase the tariff on imported lumber.

It is stated by the *Ottawa Free Press* that lumbering operations on the Ottawa and other rivers have become more active ever since the elections across the line. Camps are being opened up in many districts and employment is being given to hundreds of choppers. "On one particular limit up the Madawaska five extra shanties have been opened, and men are going north every day." Next season's cut in the Ottawa Valley may therefore be expected to be increased.

The deal shipping season at Parrsboro, N.S., is closed, and although five or six million feet are held over, the total to British ports exceeds that of last year by nearly a million feet. W. M. Mackay loaded 18 vessels of 22,697 tons with 21,992,408 feet deals, and George McKean 15 vessels of 20,238 tons with 21,244 feet. The total was thus 43,315,244 feet. Ten cargoes went to Manchester, four to Sharpness, three each to Fleetwood and Dublin, two each to Garston and Cardiff, and one each to Liverpool, Penarth, Runcorn, Belfast, Swansea and Saltport. There were eighteen barques, nine ships and six steamers loaded.

It is stated by the *Truro News* that Alfred Dickie, Lower Stewiacke, Colchester Co., N.S., will, according to his present plans, manufacture this winter perhaps the largest individual cut in one year ever turned out in Nova Scotia. At his mill, at Lower Stewiacke, he will saw 100,000,000 feet, which will be about his cut there this past season. At Glengarry, in Pictou, he has left several contracts to parties with well equipped portable mills, amounting to 6,000,000 feet. From other portable mills, some two or three operated by himself, there will be a cut of about 4,000,000 feet. His largest operations will be at Tusket, in Yarmouth. . . . The Yarmouth property, owned by Dickie & McGrath, is a valuable one—the standing timber being estimated at 50,000,000 feet—and was picked up by those wide awake manufacturers at a bargain, about the time that the South American markets, to which place Yarmouth local dealers had so largely shipped heretofore, became unprofitable.

INSURANCE MATTERS.

"Proper Pay" writes protesting against a disposition, which he thinks he detects, to reduce the fees paid to physicians for examining applicants for life assurance, and concludes his lengthy but not always relevant letter by asking why THE MONETARY TIMES has nothing to say in favor of proper payment. In reply we would remind him that we said, in February last, when commenting upon the New York Life's reduction of examination fee from \$5 to \$3: "There may be need in certain parts of the United States for such a reduction, but there is danger that 'Poor pay, poor preaching,' may be the result of such economy."

The Oshawa Ladies' College was owned by the Rev. Mr. Madill, and was insured against fire for \$20,000, equally divided between the Commercial Union and Economical, of Berlin. This building was totally destroyed by fire on the 6th of April, this year. The former company sent down Mr. William Adams, builder, to ascertain the extent of damage. On his return he reported the loss as total, and upon a rough estimate, judging from the size of the structure, could not be rebuilt under \$25,000. The policy of the Commercial Union, \$10,000, was at once paid. The Economical, however, demurred upon the ground that the building was insured in excess of its insurable value, and claimed the application of the two-thirds clause, as provided by the conditions of their policy. The assured claimed that the building had cost upwards of \$30,000, and that it was so stated in his application to the Economical. A careful estimate of the cost of rebuilding was made from the original plans, which went to prove most conclusively that the cost of reinstatement would amount to not much less than \$30,000. The company had paid the sum of \$8,250, and suit was brought by Mr. Madill to recover the difference, \$1,750. The case was tried before Judge Armour on Friday and Saturday last, and judgment for the amount with interest and costs was given.

Accident insurance in France is stated as under by *L'Argus*: "The premium income of the French accident companies in 1895 was 20,850,081 francs; the losses 11,867,275 francs; commissions, 3,888,663 francs; and general expenses, 2,845,239 francs. The ratios are as follows: Losses, 56.91 per cent.; commissions and expenses, 32.29 per cent.; leaving a surplus of 10.80 per cent. The accident business in France is growing rapidly, having nearly doubled in volume during the past twelve years.