

The Halifax Fire Insurance Company has declared a half yearly dividend of 5 per cent.

Imports at Kingston, Ont., during last month were of the value of \$128,573, and exports \$78,918.

The announcement is made that Mr. William Vallance has been admitted to a partnership in the well-known Hamilton hardware house of Wood & Leggat.

JOLICOEUR BROS., a Montreal dry goods firm, have assigned. They owe nearly \$12,000, with assets of about \$10,000 nominally, but a considerable portion is in bad debts.

DURING the first half of 1884, which ended yesterday, 192,171 immigrants landed at Castle Garden. The arrivals for the corresponding time in 1883 were 226,305—a falling off of 34,184.

The shipments of coal from Picton this year, up to the close of June amounted to 38,579 tons, as under:—Halifax Co., 16,708 tons; Acadia Co., 6,868 tons; Vale Co., 5,895 tons; Intercolonial Co., 9,613 tons.

The coal companies in the United States have advanced the price of anthracite coal for July from 15 to 25 cents a ton on deliveries from tide-water shipping ports. The rates go into effect to-morrow, bringing stove size to \$4.40 per ton and chestnut to \$4.15.

INDUSTRY and trade in Russia are depressed. Complaints says a correspondent of the N. Y. Times, increase every day. Money is scarce and credit hard to get. Among the small manufacturers failures are frequent occurrences. The stock market is extremely dull.

The respectable Toronto firm of Forbes & Lounsborough, brokers, whose failure was due to its making advances on Federal Bank stock, has made an arrangement by which the liquidation of the estate will remain in its own hands. The liabilities are about \$60,000.

A DISCOVERY of mica has been made in the Township of Villeneuve, Ottawa, within two and a half miles of the Du Lievre river. The quantity of merchantable mica visible on the surface imbedded in a gangue of quartz and feldspar, is sufficient to make the property of value says a despatch.

The Chamber of Commerce of Marseilles has memorialized the Paris, Lyons, and Mediterranean Railway Company, in favor of a reduction of the rates on freight for Australian wool to Rheims and Roubaix, in order that Marseilles may be able to compete with London in the Australian wool trade.

In every month but May of the fiscal year 1883-4, the Customs' revenue at the port of Montreal, was less than that of the same month of the previous year. The decrease in revenue at that point for the twelve months was \$1,140,629, the figures being \$7,041,306 last year, as compared with \$8,181,935 the year previous.

At a meeting of the creditors of H. Haswell & Co. wholesale druggists of Montreal, held last week, the insolvents made an offer of 35 cents on the dollar, privileged claims to be paid in full. This proposition seemed to be favourably entertained by the majority of creditors, and it is altogether probable that a settlement will be effected on that basis.

WITHIN the week the death of Hon. James Skead has taken place. Senator Skead formerly carried on a large lumbering business, on the upper Ottawa, in which he was, like so many others, ultimately unsuccessful. He was honourable and energetic in his dealings, and his death will be regretted by a large circle of friends.

A STATEMENT of the earnings of eighteen railways in England and Scotland, including the North British, Midland, Great Western, Great Northern and London and North Western, shows that for the week ended June 15th, ten returned increases equal to £15,761, while eight returned decreases aggregating £28,640, the largest decrease being on the Midland, £22,689.

H. Pulverman, an Ottawa clothier, with a good deal of the rolling stone in his composition, is in hot water, and at a meeting of his creditors held in Montreal, made, through his wife, who attended in the stead of her liege lord, an offer of 50 cents on the dollar. Creditors did not seem to favour the offer, and they will probably wind up the estate. Liabilities \$3,000 to \$4,000.

A NEWSPAPER publisher, Mr. M. E. Dansereau, proprietor of "Le Moniteur du Commerce," printed at Montreal, and also of "Le Journal de Dimanche," is reported to be in difficulties, and is preparing a statement preparatory to calling a meeting of his creditors. It is stated that his troubles are largely due to the unsuccessful result of a special illustrated number prepared for the St. Jean Baptiste celebration, and on which a very large amount of money was spent.

THE number of vessels arriving at the port of Montreal during June last was 99, composed as follows:—Steamships 67, barques 22, brigs 1, brigatines 3, and schooners 6. The total number since the opening of navigation has been 178, with a tonnage of 198,220, exceeding the same period last year by 15,583 tons. The nationalities of the various seagoing craft this season were: British 159, Norwegian 5, German 3, French 2, American 2, Swedish 2, Austrian 1 and Belgian 1.

AMONG recent business failures in the Province of Quebec we note the following:—J. P. Dube, a general trader of St. Elbus de Riviere Blanche, has assigned, liabilities about \$2,000, assets \$500.—D. Jobin, a small dealer of St. Joseph d'Armagh, has assigned; his indebtedness is principally due to Quebec houses.—C. P. Dumais, of Chicoutimi has also failed, liabilities small.—Alfred Fortier, of Capelton, has assigned to Z. Lapierre, of Montreal. He owes \$5,989 and has apparent assets of \$4,078.

THE St. John's, Que., haydealer, H. Boudreau, who recently failed, victimizing farmers to the tune of nearly \$200,000, as noticed in these columns several weeks ago, is apparently going to have a warm time of it. A number of his creditors have combined, and placed their claims in the hands of a solicitor. Already several capias have been issued, with more to follow. It is stated that a number of farmers, who not only sold him produce for several seasons, but also loaned him money, are completely ruined.

Messrs. H. & H. MERRILL, Montreal, during the palmy days of American travel, had the reputation of keeping the largest stock of expensive silks, satins, velvets and laces in Canada. They made considerable money then, but subsequently found themselves saddled with a heavy stock on which they could not realize. Now they are again in trouble. Being obliged to get a compromise some time ago, and a payment falling due which they could not meet in full, they have made an assignment to Messrs. Thibaudeau, Picken & Valois, who will act as joint trustees.

A SOMEWHAT peculiar action for damages has just been decided in Montreal. Messrs. J. W. Mackenzie & Co., a firm of wholesale clothiers, entered suit last fall for \$5,000 damages, against Geo. Crawford, a former employee, who, they alleged, circulated reports to the effect that they had asked an extension. The judge, in his decision just rendered, held that though the re-

ports thus circulated were without foundation, the plaintiff had sustained no substantial damage, and gave judgment for \$50 and costs of an action for that amount, the plaintiff having to pay the difference between the costs in a \$50 action, and the costs of the action as entered.

ABOUT a week ago a passenger train was delayed at St. Vincent from 4 a.m. to 8 a.m. pending inspection by the customs' officials, before entering the prairie province. It seems very strange that passengers and mails should be delayed in this fashion until the regular official hour—which is said to be 8 o'clock—arrived. Is this not an instance of "too much red tape?" It certainly looks as if this were the case, especially in view of the fact that there appears some doubts as to what are "regular customs' hours." There seems to be no difficulty on this point at Island Pond, where the railway crosses our eastern frontier at about 6 a.m.

Two fast daily express trains are to commence running—probably by the 21st prox.—on the C. P. R. between Montreal and Chicago the company having just completed the necessary arrangements with the Michigan Central. The new through line will be made up of the eastern division of the Canadian Pacific Railway, from Montreal to Smith's Falls via Ottawa, and the Ontario & Quebec to Toronto, thence by the Credit Valley to St. Thomas where connections will be made with the Michigan Central. This service, the Montreal Star is informed, will be composed of "the finest equipment of passenger coaches, elegant parlour day cars and luxurious sleepers," to run through without change.

THE wholesale firm of Bremner & Hart, Halifax, is in difficulty. A meeting of its creditors was held on the 2nd inst. when in the absence of a detailed statement of the firm's position it was stated that the direct liabilities amount to about \$118,000, and indirect to \$41,000. The nominal assets are in the vicinity of \$50,000, and it is estimated they will be worth \$33,000. A committee was appointed to make an investigation of the business and report at a future meeting. The house, says the Halifax Chronicle, has been a leading one in the West India trade, and has been noted for its energy and enterprise. Mr. Bremner has been director of the Bank of Nova Scotia, the Nova Scotia Sugar Refinery, the Nova Scotia Cotton Factory and the Nova Scotia Marine Insurance Company, and generally has been in the front rank of Halifax trade and commerce.

PROGRESS is being made with the I. O. R. new passenger station in St. John, which is to be the finest in all Canada. Connexion between that road and the New Brunswick Railway Company's lines on the west side of St. John river is expected to be made in October by a railway suspension bridge over the falls of St. John, the contractors for which are the Dominion Bridge Works Co. of Montreal. The construction of the Dartmouth Branch and the bridging of Halifax harbor at the Narrows, opposite Richmond are also going on. The bridge piers have been laid in 45 feet of water. The Intercolonial is being supplied with feeders. The Kent Northern, in Kent Co., N. B., was finished last fall. The Dalhousie branch, connecting with that beautiful seaside resort—Dalhousie—has been recently finished by the Government. For the Derby branch, in Northumberland county, some 14 miles in length, the Government has just ordered a call for tenders to be advertised. The Caraquet branch, soon to be constructed, will pass through a thickly settled and fertile district to Mr. Sanford Fleming's favorite harbor, Shippegan, and will derive a large traffic from the fish trade of the Baie de Chaleur.