

THERE are said to be two hundred and fifty thousand telephones in use in the United States.

C. T. SMITH, late of Smith & Trites, and doing a small grocery business in St. John, N.B., has assigned. Liabilities small and altogether local.

THE Pioneer Beet Sugar Co., of Coaticook is erecting an additional building for distilling purposes, and the necessary machinery has arrived from France.

THE shipment of lumber from Montreal to South America since the opening of the present season amounted to 11,568,157 feet against 9,645,373 feet last year.

AT PUGWASH, N.S., on the 18th, there was quite a splurge over the turning of the "first sod" on the Pugwash division of the Great American & European Short Line Railway.

ORDERS to the amount of some \$70,000 have been received in Montreal from Australia, principally for railway supplies, including two parlor cars such as are in use on the North Shore R. R.

THE new steamship *Sarnia*, of the Dominion Line, which is to sail from Quebec on the 30th inst., on her trial trip steamed 14½ knots an hour. The *Sarnia* is classed A1 at Lloyds, and has accommodation for 100 cabin, 50 intermediate, and 1,200 steerage passengers.

At a meeting of the Corn Exchange held on Thursday, 21st., Mr. Chapman, President, in the chair, the following gentlemen were appointed to attend a meeting in Montreal on the 4th prox.;—Messrs. W. Galbraith, W. Christie, M. McLaughlin, H. N. Baird and J. Spink. The object of the convention in Montreal is to choose and approve standard grades for flour and meal.

AMONG failures in Nova Scotia is that of Thos. B. Lavers, Yarmouth, who assigned with liabilities of \$2,000. All his assets are covered and nothing is left for unsecured creditors.—M. B. & A. Harrison, of Maccan, Cumberland Co., is preparing a statement for creditors and preparing to assign. They estimate their estate worth 20 per cent of claims.

ACCORDING to a recent despatch from London, the subscriptions recently invited to the stock of the European, American, Canadian & Asiatic Cable Company were on Saturday last returned to the subscribers. The total sum is said to have amounted to less than a thousand pounds. We took occasion to comment, in our issue of August last, on the excessive pretension of this venture.

IN New Brunswick, George Murdock, Stationer, of the city of St. John, has assigned in trust.—John H. Bell, a lobster packer, in the same city and at Richibucto, has been very unfortunate this season and has disposed of the business at the latter place to Jas. Robertson of Montreal. It is feared and that the creditors will not get large dividends.

MESSRS. KILLORAN & RYAN, quite extensive grocers and liquor dealers in Seaforth, have assigned, after being in business there many years. The liquor department was carried on in the name of the junior partner, Thos. Ryan. The liabilities of the firm are about \$20,000, and assets nominally \$12,000. Mr. Ryan was also partner in the flax manufacturing firm of Ryan & Murphy.

JOHN KELLY began keeping hotel in Orillia about four years ago, and in March 1880 he settled with his creditors at 30 cents in the \$. Over two weeks ago he is reported to have taken considerable cash across the border and has not since returned.—A small tailor in Port Hope, T. R. Shiply has not been attending to business

and after allowing several notes to be protested for non-payment has assigned.

A BARRIE cigar manufacturer on quite an extensive scale, B. McDermott, is evidently getting into difficulty, several judgments have been recorded against him and a number of writs have since been issued, but up to a week ago he could not be found for the purpose of serving them on him. Some two years ago, he began business along with one L. L. Clear, the firm was dissolved in January last, when a surplus of \$10,000 was claimed. This is supposed to be all gone now.

THE business of Gingras & Langlois, grocers, in Quebec, is one of old standing, having been established upwards of twenty years ago, but it has never been attended with much success. A failure is recorded against the concern in 1873, a compromise being arranged at the rate of fifty cents; and in 1878 a second failure took place with liabilities of \$20,000, which were compromised at 37½ cents. Now the firm fails, owing \$27,000, with assets of \$13,000, including some indirect assets.

THE United States Census Bureau has issued a bulletin classifying the population of the United States in 1880 by nativity. Out of a population of 50,155,783, the native born numbered: Whites, 36,843,291; colored, 6,632,549; foreign born, 6,679,943. Of the foreign born 2,772,169 were natives of the United Kingdom of Great Britain and Ireland, 1,966,742 of the German Empire, 717,084 of British America, 194,337 of Norway, 181,729 of Sweden, 106,971 of France, 104,541 of China.

ALONZO FOLLETT, a heavy dealer in commercial paper in Wall Street, New York, is embarrassed, owing from \$500,000 to \$1,000,000. He had been considered worth half-a-million dollars. He handled millions of dollars of the best paper every year. For nearly twenty years he has been a medium between the banks and other money lenders and a large number of leading business concerns in the city, in the negotiation of loans.

THE New York correspondent of the Montreal *Gazette* says, with reference to the clothing business in that city that it is very badly over done. So many jobbing clothiers have started at Buffalo, Cincinnati and elsewhere that they eat into the profits of the New York houses. In one State in the South, where a few years ago about seven salesmen travelled, there are now forty from Ohio alone. This business is a very attractive one to the Hebrew element, and they almost control it, but even their ability cannot make six men wear twelve coats at once.

A MANITOBA paper, describing the working of one of the new grading machines used on the Canada Pacific, says;—"It is quite a complicated affair, drawn by some twelve or fourteen horses or mules, arrayed three abreast. The machine ploughs and loosens the soil in the ditch, carries it up an elevator, and discharges it in a constant stream from a huge spout at the side, upon the embankment. In this way both the ditches and embankment are formed, only needing to be levelled and smoothed for the sleepers. One of these machines will do the work of 100 men, it is said.

NEVER play practical jokes on a customer, no matter how well acquainted you may be with him. He will have his revenge by going somewhere else to trade.—Do not praise the qualities of any article more than it will bear. Boats are often sunk by being overloaded.—Persuading a customer to buy goods when he does not need them, is an unprofitable operation to both parties.—"Didn't think" will cause just as many troubles for the clerks to-day as it did before the telephone and electric light were

invented.—The clerk who knows more about business than his employer, is a much scarcer individual than the one who thinks he knows more.—*Talks to Clerks*, by P. F. Falcker.

THE gross earnings of the Northern Pacific Railway for the fiscal year ending June 30, 1882 were, in round numbers, five and one half millions of dollars; the net earnings nearly two millions of dollars, and the net increase of earnings over the previous year was nearly one million of dollars. It operates seven hundred and ninety-seven miles of road, while the remaining five hundred and seventy two miles to be constructed in order to complete the connection between Lake Superior and the Pacific, it is estimated, will be built during the season of 1883. The land department sold during the year 465,208 acres at an average price of \$3.60; in the aggregate, \$1,709,338.

FROM the Halifax *New Era* we gather that the bark *Magnolia* and the brigantine *Olivia Carrigan* were chartered at that port last week from Glace Bay C. B. to Vera Cruz with coal at about \$7.00 Mexican silver per ton. There is, it appears, scant supply of tonnage suitable to the demand, the majority of vessels in port being coasters. "Several vessels of from 120 to 150 tons are wanted for Newfoundland at from \$4.25 to \$4.50. Vessels of from 400 to 500 tons capacity are in demand to load coals at Cape Breton ports for Cuba at from \$3.75 to \$4.00 per ton, out only, but vessels are wanted back with salt for Eastern U. S. ports for which good rates can be obtained." Deal charters still continue firm at 74/6 to 75s. from New Brunswick ports to the United Kingdom and are growing firmer as there is a great scarcity of suitable tonnage. Small sized vessels securing relatively higher rates of freight.

A TELEPHONE is a handy thing to have in one's house, but it cannot exactly be had for nothing, as a man in Manchester, New Hampshire, learned the other day. On his return home, after a week's absence, he found the servant girl, who had been having sole care of the house, enjoying telephone communication with her sister at Concord. "How often have you talked to your sister since I have been away?" he enquired, to which the maid promptly rejoined: "Oh, sometimes two or three times a day." Without further words the returned householder proceeded to the central office and there found a bill of \$11 for out-of-town telephone messages against him. He learned still further that his hostler had likewise been availing himself of the privileges of a free telephone conversation with friends out of the city. Both man and maid servant supposed no extra charge was made for outside service.

PRESENT appearances indicate that Winnipeggers will be well supplied with the means of transport from one end of the city to the other. The "Herdie" coach is expected shortly, and four street cars are waiting for the track to be laid. The *Free Press* says that "the iron for the track had arrived and Mr. Boyd, of Ottawa, will superintend the construction of the line, which is to extend along Main street from Fort Garry to the railway depot. The office, stables, and buildings for the coaches, are now in course of construction near the Assiniboine bridge, and will be ready for use by the time the track is ready." We do not wish to discourage those who have invested in the street railway, at the same time we cannot help thinking that the "Herdie," mounted on either wheels or runners as the condition of the streets may require, will have a great advantage over the snow-buried and frost-bound rails, in that severe climate. Snow and mud are the worst enemies street railway companies have; besides, merchants dislike to see the main street interfered with by rails.