

A STEAM sawmill is being built by Mr. McMinn on the line of the Kent Northern Road in New Brunswick. The machinery is coming from Brantford, Ont. James Brown & Co., Weldford, are also negotiating for a site to build a mill in Richibucto.

THE hemlock bark industry is at present in a rather low condition, according to a correspondent of the *St. John Globe*. An enterprising resident of Kingeton N. B. is, however, making arrangements to organize a company to compress the bark and ship to England.

THE St. Paul shareholders of the Manitoba Southwestern Colonization Railroad having disposed of their stock the entire control of the road is now said to be virtually in the hands of the C. P. R. Mr. Donald, A. Smith has been elected president and Mr. J. M. Egan vice-president for the ensuing year.

ABOUT a week ago Charles Kirk, a boot and shoe dealer in Guelph, was arrested for setting fire to his premises. He was admitted to bail on bonds of \$1,600. An assignment of his estate has been made, and now it is reported that both he and his wife have left the country. A tolerably good indication that the charge of arson was not entirely groundless.

A. E. BOURDON & Co., retail dealers in hats and caps, in Toronto, are in trouble, partly owing to over ambition. Not content on Yonge Street they removed to King Street, where expenses were found too heavy for their small business. —R. Dinmore, a small grocer, also of this city, has been arrested for receiving stolen soap.

THE Hanover Boot & Shoe Company, Hanover Ont., appears to have been unsuccessful ever since its commencement. The concern is largely composed of farmers, who are not noted as competent business men, and the failure can be no surprise. It is thought that the estate may pay about 70 per cent. on liabilities said to approach \$20,000.

THE Dominion Button Holing Company, has been organized at Montreal, with a capital of \$50,000, and letters patent have been granted to the same. Messrs. Andrew Allan, Hon. J. Hamilton, A. Mitchell and H. M. Allan are the principal stockholders.—It is also proposed to put the general lithographing and printing business carried on by Messrs. G. Bishop & Co., into a joint stock company, with a capital of \$100,000.

G. W. LAMBLEY, keeping general store at Waterloo, Que., and who seemingly has something of the "rolling stone" about him, has just effected a compromise. He began shop-keeping originally in Inverness, then moved to Three Rivers, and has only been in Waterloo a comparatively short time. He owes about \$3,000 assets \$2,600.—A Paradis, of Sorel, who went from Montreal to commence business there only a short time ago, has assigned. His liabilities are \$8,000; assets \$1,600.

THE embarrassment of Messrs. H. Haswell & Co., wholesale druggists of Montreal, noted last week, has resulted in the assignment to Mr. A. W. Stevenson, and a meeting of the creditors is called for Saturday the 14th inst. The assignment has probably been hastened by the action of several creditors in taking out seizures on goods sold &c. It is stated that liabilities will be something over \$200,000, direct and indirect, assets not yet definitely ascertained. The firm has been doing largely, for some time past, in oils in a speculative way.

JOSEPH H. AUSSMEN, a small confectioner in Hamilton, has been sold out by the sheriff.—The effects of W. J. Feaver, a saloon keeper in the same city, have been seized by a bailiff and advertised for sale.—Heals & Co., London, dealers in hats and caps, have been closed up and Mr. H. E. Nelles is in possession of the

premises in the interest of creditors.—At North Bay, in the Nipissing district, Wm. McDonald, general storekeeper has assigned.—J. Johns, of Sebringville, has been in the blacksmith business for a number of years, but never made any progress, and has now assigned.

"SINGULAR as it may seem," observes the *Boston Transcript*, "the telephone has been the best friend of the telegraph. Just as the elevated railroads in New York increased street travel, and made the horse railroads more profitable, just as electric lighting educated the eye to light and largely increased the consumption of gas, and just as the use of the telegraph increases the postal revenues, so the telephone has educated the whole country to a more liberal use of all methods for quick communication, and largely increased the telegraph revenues"

IT APPEARS that a temporary arrangement has just been made between Mr. Van Horne, of the Canadian Pacific railway, and Mr. Wainwright, of the North Shore, as to the vexed question of running powers over the former line at St. Martin's Junction to connect the North Shore with the Jacques Cartier Union railway for through freighting from Quebec to the West. According to the terms of the agreement, the Grand Trunk has gained running powers over Canadian Pacific from the North Shore to their own road.

THE Dominion Wreckage and Salvage Company, organized only a few years ago, is in embarrassed shape, and recently called a meeting of stockholders and creditors to consider the situation. The Union Bank got a judgment a short time ago, and has now applied to the court for a winding up order, which has been granted, and a meeting is ordered for the 10th inst., Mr. H. A. Mackay, of Hamilton, being appointed provisional liquidator.—A. Blumenthal, a Montreal clothier, finds himself loaded up with too much stock &c., and is seeking an extension of time. He shows \$4,000 of a surplus over liabilities of \$7,000.

Z. AUERBACH, a wholesale jeweller in Montreal, is endeavoring to effect a composition. He offers his creditors, who are mainly in Europe, five shillings in the pound cash, or seven and six pence within a year. He owes some \$16,000, only ten per cent. of the amount being due here; assets are about \$10,000 nominal. This is not the first occasion of a similar character in Mr. Auerbach's career, for he failed about eight or nine years ago, owing some \$40,000, on which occasion he made offer of a similar figure. Mr. A. has done business in the Exchange Bank, which may help to account for his present troubles.

MESSRS. CORBETT & BOLES, woollen manufacturers, Clinton, are in trouble. The senior partner has been in business about eight years. Mr. Boles became a partner in 1882, and both were apparently doing pretty well, but owing to the depressed woollen trade, and to the recent failure of Messrs. Barber & Co. in this city, they find themselves obliged to ask the consideration and advice of creditors as to their future.—Abell & Collins, another firm in the same line of trade, at Smithville, who are not financially strong, are creditors of Barber & Co. for about \$1,000. The probable loss on this, it is feared, will be too great a strain on them.

A NEW self-dumping car was successfully experimented with at the Ontario Car Works, London, on Friday last. It is claimed for this invention that one man can unload, in one minute, from 150 to 200 cross ties, or a load of stone, logs, bridge-timber, pig iron, etc. Of coal, sand or gravel the load can be dumped from a twenty-ton car in two minutes. Mr. T. Muir, the manager of the works, has secured the Canadian right, and has received from the

Australian government an order for one hundred of the cars. The patent is controlled by the United States Car Company, and is used on many of the American railroads.

FALSIFYING the weight of leather by adding glucose, or grape sugar, appears to be carried on extensively in Germany. It is stated that some samples of sole leather were found to contain as high as 30 per cent. of extra weight, and the shoe trade societies are taking steps to protect themselves from the imposition. A simple test is recommended by the *Shoe and Leather Review*, which consists of placing pieces of the leather in water for twenty-four hours, when the glucose will be dissolved by the water, and the result will be a thick, syrupy liquid. When two pieces of the leather are placed together and left in that position for a time, it will be found difficult to separate them, as the gummy exudations will stick them together.

A BILL is now pending in the Massachusetts Legislature for incorporating the Boston Special Capital Company, with a capital of \$2,000,000. The object of the organization is "to furnish money to any person, co-partnership or corporation, to be used as business capital, in such sums, for such time and on such terms as may be agreed upon, and it may contract for interest or a share of the profits of the business in which the capital is to be employed, or both, for the use of the same. The Massachusetts laws, regulating special partnerships, have proved so unsatisfactory that it is thought a company on the basis proposed will be of considerable benefit to energetic business men who require capital to extend their operations.

MR. R. P. CAMPBELL writes us from Portage la Prairie, Man., to the following effect, some notice of his affairs having been made in this column a fortnight ago: "Would you allow me a small space in your paper to correct statements made against me. Richard Dowling, Harriston, Ont., was the only creditor that managed the business, and there was no settlement made. The business was not handed back to Campbell, and I claim that R. Dowling has received more money than would pay all creditors. And if the estate is handed back to me I will try my utmost to settle with creditors. I never transferred anything to my wife, and if allowed sufficient time will pay creditors in full."

SPEAKING of a line of steamers between Hamburg, Antwerp and Montreal, Mr. W. Darley Bentley states that the Hansa Line will run regularly, the Dominion subsidy having been secured. The steamers are to run monthly, leaving Hamburg on the 30th, Antwerp on the 5th, and Montreal on the 28th of each month. The *Vorsetzen*, of this line, a fine iron vessel of some 2,500 tons, left Hamburg on May 3rd and Antwerp on May 11th, bringing a very valuable cargo, which was consigned to various firms in Montreal, Quebec, Toronto, London, St. Johns, Hamilton, Ottawa, Owen Sound, and Chicago, and consists of crates of glass, bottles, colors, boiler tubes, glycerine, zinc, wines, etc. The *Vorsetzen* takes cargo of grain and phosphates to Antwerp.

WE WONDER how many of our readers are acquainted with the origin of the flag of the United States, the Stars and Stripes? Very few are likely to know that they were suggested by the Washington arms. Yet the pilgrim to Great Brington Church in Northamptonshire, Eng., will find, on the memorial brass plate of the Washingtons, the family arms and crest, the former being composed of stars and stripes. The genealogy of this great house is an exceedingly interesting one, and is the subject of a twelve-page pamphlet issued by the New York Life Insurance Company. The letter-