

THE Wolverhampton tin-plate workers have been called out on strike by the Trade Union Society, because of an action of their employers endeavouring to force them to sign a document resigning their connection with the Union.

MR. PATTERSON, Great Western Railway Manitoba excursion agent, has during this season personally seen to the transportation to Manitoba of sixty cars of passengers, nineteen cars of baggage, and two hundred and seventy-eight cars of freight.

THE report of the Postmaster-General of the United States for the fiscal year which closed on the 30th June shows that 866,600,000 letters, 276,000,000 postal cards, 695,000,000 newspapers, and 301,000,000 books passed through the mails in that twelve-month.

APPLICATION has been made to the City Council of London for a lease of certain land and waterpower, at the Water-Works, belonging to the city for a proposed paper mill. The material of which the paper is to be made is said to exist in abundance in the vicinity.

At the recent meeting of the Carriage Builders' National Association at Chicago the president called attention to the fact that more pleasure carriages are manufactured in the United States than in Great Britain, France, Germany, and Italy together.

THE Perth *Expositor* understands that Mr. Boyd Caldwell, of Lanark, has received an offer of \$40,000 for the iron mines he owns in the township of Lavant. That valuable deposit will be within easy distance of the Pembroke railway, when that road is extended to Renfrew.

A *Western Ontario Exchange* says.—A significant sign of the increasing prosperity of the times is furnished by the fact that farmers in this neighbourhood are lifting mortgages from their farms, while not one-half the money borrowed last year is wanted this fall, although the interest is much less.

WE regret that amongst the sufferers by the recent fires at Watford, was our old friend Mr. W. P. McLaren. Although a heavy loser, Mr. McLaren has got to work again with his accustomed energy and is putting up a new brick store which he expects to occupy about New Years. He has secured temporary accommodation for his business in the meantime.

BOGUS \$10 bills are in circulation. The counterfeit consists in a change which is effected by neatly stretching or slitting away one half of the thickness of the bill, covering it and letting in (so to speak) with mucilage the words and figures, ten, from useless Consolidated and other bank bills. This patch-work fraud can be detected by holding the bill up to the light and by the small imprint of the figure "five," or whatever the actual denomination of the bill may be, on various parts of the bill.

THE Cunard Line Steamship Company have concluded contracts for the construction of three powerful screw steamships for the trans-Atlantic service, the largest of which is to be of steel, and will be of 7,000 tons and 8,500 horse-power, to be called the *Aurania*. The other two will be of 5,000 tons, 4,500 horse-power, and will be called respectively, the *Parionia* and *Cephalonia*. *Aurania* and *Parionia* are to be built in England by James and George Thompson. The total steam tonnage now in course of construction for the Cunard Company amounts to 30,500 tons, and 32,500 horse-power.

THE village of Watford, so recently devastated by fire, is being rebuilt, a correspondent tells us, mostly by two story brick buildings, where frames were. Every store and shop is already leased by the former lessees, and new ones building are arranged to better advantage, and fitted up in the latest styles consistent with economy and convenience. At present writing many of the buildings are pushed forward to completion, and what on the 6th of November was black charred remains is now wholly covered by brick structures. Over 100 hundred men are working on the grounds.

THE coal dealers appear to have things pretty much their own way. They charge almost what they like for fuel. People had hardly got through complaining of the high price of coal when up it went another fifty cents per ton. At this rate it is only a matter of time until the coal dealers will all be retiring with large fortunes and the consumers will all be in the poor house. This is not a comforting outlook. But consumers may console themselves with the reflection that coal dealers who charge an exorbitant price for coal can never expect to enjoy celestial happiness. They will have to spend eternity with a gentleman in their own line of business.

WHERE TO STOP AT WHEN IN TORONTO.—We are often asked by merchants visiting Toronto, what hotel they should put up at. We know of no better or comfortable house than *The American*, since it has passed under the control of the new management. Messrs. Atwood & Bingham—the former an old and experienced New York hotel keeper—have put the entire building, from garret to cellar, under thorough repair. It has been entirely re-carpeted and re-furnished, and ranked second to none in this city for comfort. From experience we know that its table is first-class, and fully equals hotels whose rates are nearly double. "*The American*" is right in the centre of the wholesale trade, and is by far the most convenient hotel for buyers who desire to get near their business. By stopping there they will save time and money, and get as good accommodation as can be had elsewhere.

A meeting of a number of gentlemen interested in the business of the port of Halifax was held recently to devise some means to improve the freighting business. Considerable discussion took place, the speakers avoiding any political bias, but pointing out in many places the grievance inflicted on Halifax by the Government not extending to this portion of the Dominion the same support received by the West to aid trade. They contended that the Government should take steps sufficient to secure for Halifax, at least for the winter months, the freighting business between Canada and Europe. A committee was appointed to take action to secure a public meeting of the citizens generally for expressing the feeling that the Government should aid the port of Halifax in becoming the terminus of the Canadian freighting and travelling business.

G. A. SALA points out in a recent letter that while in London people grudge paying four shillings and ninepence for a pair of the very best kid gloves, in the United States the "Americans must pay, thanks to the tariff, two dollars or eight shillings and fourpence for a pair, and these not of the very best quality;" and, he adds, "I should be very much obliged if any one would tell me in what American city, and

at what kind of a store, I can buy a pair of strong leather gloves simulating dog-skin for five and twenty cents, or one shilling. Yet the Americans have plenty of leather, and are expert mechanics. Why should they not make their own gloves as they are making their own watches—which are coming to be of surprising excellence—and their own sewing machines? You must excuse my occasional reference to the tariff. It is the bottle imp of American life, and people have not yet 'learned to love it.'"

THE Halifax *Herald*, having had special facilities for becoming thoroughly acquainted with the actual condition of the Intercolonial railroad, testifies in the strongest terms to its excellent equipment and management, giving full details of the improvements which have been effected. Ballasting has been carried on continually, sleepers in great numbers have been laid, and in the matter of bridges a great and permanent improvement has been made. Over thirty wooden haws in the last two years been replaced by iron ones. At nearly every important station additional siding accommodation has been provided, and not less than \$35,000 to \$40,000 has been expended in improving the shipping facilities at Richmond. The special train upon which the writer travelled made the astonishingly fast time between stations of eighty-five miles an hour. These and many other facts presented are a sufficient reply to the charge that the road is running down for want of proper repairs and renewals.

ONE of the boldest and most successful robberies committed in Hamilton for some time was perpetrated on the 18th November, between 5.30 and 5.40 on a crowded thoroughfare, and the police have not as yet been able to trace the thief. At the hour named a man entered the jewellery store of Mr. David Thompson, 78½ King street east, and requested the young man in charge (William Smith) to show him some silver watches with the P. S. Bartlett movement, the Waltham manufacturer. Smith placed on the top of the showcase a tray containing about four dozen watches. The man picked out two, and laying them apart on the show case, pointed to a gold watch in the case, and said, "Let me see that, I believe it is the one I was shown by Mr. Thompson last evening." The request was complied with by Smith, the man taking the watch, and observing, "No, sir, this ain't the one, I guess it must be the other," pointing to another gold watch. Smith opened the case to get the other watch, when the man seized the two silver watches and the gold one and bolted out the door. So soon as Smith noticed the dodge of his customer he jumped the counter and gave chase, following the man down King to John, down the latter to King William, and thence to Hughson, down which the thief turned and escaped most mysteriously in the vicinity of the central fire station. The value of the property taken was \$85, one of the silver watches being worth \$25, the other \$20, and the gold one \$40. Smith describes the thief as a tall man apparently about thirty years of age, the first two joints of the forefinger of the left hand being missing, a fact which he noticed in consequence of the man holding a cigar of superior quality between the fingers of this hand. The man was dressed in dark clothing, a hard felt hat, a white shirt, collar, and black necktie. The police authorities were communicated with at once, and a watch was set on the different railway stations, but so far unsuccessfully.