

telegraph messages. The inventor maintains that it is as practicable to talk across the Atlantic as between the points mentioned.

✓ CHAS. RILEY, who has been secretary of the Commercial Travelers' Association of Canada, decamped a few days ago, and is at present sporting himself in Uncle Sam's dominions. It is reported that his books are in a very muddled condition, and his cash short to about the tune of one thousand dollars. Riley has been drinking very hard for some years past, and it was only because of his personal good qualities that the association retained him in the office. Now that he has himself cut loose from the Association, it is to be hoped that they will elect to the office a man of ability, and temperate habits, and one, moreover, that will do the Association's work as it should be done. We think there is plenty of room for reform.

THE revenue of the Dominion for the month of April (exclusive of British Columbia) amounted to \$2,284,560, an increase of \$315,461 over the same month last year. The following table shows the increase of revenue in the respective months over the same months last year:

July.....	\$ 509,541
August.....	837,799
September.....	693,165
October.....	448,945
November.....	480,607
December.....	467,992
January.....	600,993
February.....	374,218
March.....	320,157
April.....	315,461
Total.....	\$5,048,878

MR. HARRISON STEPHENS, a former merchant and well known citizen of Montreal, died in that city on Monday last. He first came to Montreal in 1828, and for a number of years previous to 1849 was a partner with the late Hon. John Young. It is related of him in a local journal that in 1830 the Bank of Montreal refusing to discount his paper, he proved he was not in its power by drawing \$150,000 in silver, which he took with him to New York on two sleighs. His action was not relished by the Bank and he only desisted from drawing specie at the request of Mr. John Torrance who waited upon him at the instance of the directors, and came to terms. Mr. Stephens was reputed to be worth at his death, several millions of dollars.

THE Vanderbilt party, including a number of Canada Southern officials, left Detroit on a special train for Buffalo. After crossing the river at Amherstburg the Fontaine engine, with Engineer Clapp at the throttle, was coupled to the train, and at 12:38 o'clock the flyer pulled slowly out of the depot. The run was made to St. Thomas without a stop, and was a marvel of speed. The distance is 111 miles, and it was compassed, the managers of the road claim, in the unparalleled time of 98 minutes. The train left St. Thomas at 2:35 o'clock, and reached Victoria at 5:08 o'clock, the distance is 118 miles, and five stops were made. The run was made in 153 minutes; sixteen minutes is deducted for time lost in making the five stops, which leaves the running time from Amherstburg to Victoria, a distance of 229 miles, in the superb time of 2:35 minutes.

THE rapid growth of English trade in American clocks must be very gratifying to the manu-

facturers. Mr Edward Rigg gives in the April *Horological Journal* some carefully prepared tables from which we learn, that England imported in 1867 one hundred and twenty-three thousand eight hundred American clocks the value of which was \$261,235. In 1879 the trade amounted to three hundred and seventy-six thousand clocks at a cost of \$669,280. The statistics in regard to American watches could not be very accurately obtained. All American watch movements are imported as watch material, since they are without cases. The American Watch Company sent out about twenty-five thousand watches to England in 1880, valued at \$200,000.

BANKING circles in Canada will learn with regret of the death, after a brief illness, of Mr. J. G. Harper, agent in New York of the Bank of Commerce. For a number of years Mr. Harper was connected with the Commercial Bank in London. He went from that city to Toronto as manager of the Bank of Commerce and then to Montreal where he established a branch of that bank, in charge of which he remained two years. It is now almost ten years since he was placed in charge of the New York business of the Bank of Commerce. The *New York Post* says:—"Mr. Harper was a man of high character and of great experience and ability in his line, and his death will be a loss not only to the institution which he so ably represented, but to the business community here, of which he was a respected and influential member."

LONDON papers, in noticing numerous large orders for locomotives given out in the last few months, remark that the use of iron and steel in the under frames, and even in the bodies of railway cars, seems to be extending, and the American method, which has been adopted by some of the leading English companies, of supporting long passenger carriages on "bogies trucks," is likely to become more general. We certainly hope so. The American system of passenger car construction is incomparably better than the English, as experience with American cars on English roads has shown. The English railway carriage, when thrown from the rails, usually goes all to pieces, photographs of such wrecks showing that they commonly consist of a confused pile of panels and doors, with broken iron-work and shattered framing. A good American car, honestly built, can be thrown against a solid obstruction at a speed of 25 miles an hour without breaking up; and if it were not that the passengers are thrown about and brought in contact with seat backs, and the hanging work on the ceiling and sides, an accident of this character would rarely be attended with serious consequences, whatever the speed.

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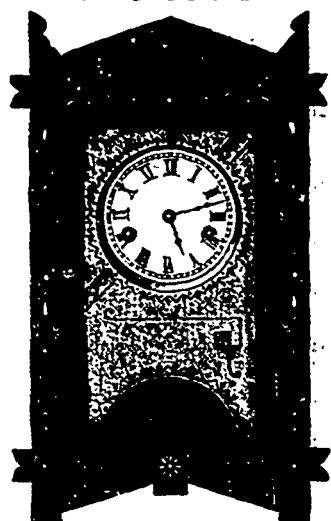
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