REVENUE AND EXPENDITURE.—The revenue on account of the consolidated fund of the Dominion for the month of October was $3,309,096.57; revenue to September 30, 1882, $9,178,664.57; total, $12,487,761.14. Expenditure for October, $2,375,590.71; expenditure to 30th September, 1882, $8,086,869.28.

OCTOBER FIRES.

The N.Y. *Bulletin*, in its usual monthly article on fires in the States and in Canada, says that for the first time since May it can "say that the aggregate wastage has been less for the month than in the corresponding period of previous years." During October it finds "only 104 fires, where the loss was $10,000 and upwards. Of these there were 45 where the loss was between $10,000 and $20,000; 11 between $20,000 and $30,000; 22 between $30,000 and $50,000; 8 between $50,000 and $75,000; 8 between $75,000 and $100,000; 8 between $100,000 and $200,000; 1 of $300,000; and 1 of $700,000." Out of these 11 fires destroyed about one-third of all the property burned up in the United States and Canada during the month of October. The list of fires in Canada, at which the loss was not under $10,000, is as follows:—

Locality and description.	Loss.	Ins'ce.
Victoria, B C., hotel	30,000	......
Montreal, factories	90,000	75,000
Chatham, Ont., grist and saw-mill	12,000	......
Woodstock, Ont., furniture store	10,000	4,000
Orilla, Ont., stores, &c	15,000	5,000
Windsor, Can., varnish factory	12,000	5,000
Omemee, Ont., saw mill	10,000	1,500
Winnipeg, Man., office building	16,000	......

The losses amounting in the aggregate to only 195,000 form a small proportion of the total loss for Canada. It is to be hoped that the change is the beginning of an improvement on our part. The total loss, including all sorts of fires under $10,000, is estimated at $6,000,000 and this compares with the corresponding month in previous years as follows:—October, 1881, $11,760,900; 1880, $7,697,100; 1879, $4,745,800; 1878, $6,971,400; 1877, $5,455,700. Calling the loss in October, this year, $6,000,000, we have $7,200,000 as the average of the October fire wastage for the past six years. Consequently, last month proved to be much more favorable for the underwriters than the average October of late years.

On the year's loss the *Bulletin* says:—Up to the end of September our estimate of the fire loss in the United States and Canada, for the nine months, was $67,500,000. Adding $6,000,000 for October, we have $73,500,000 for the ten months of 1882 which have elapsed. There are two months yet to hear from, and their report will settle for several insurance companies the question whether to withdraw from business or keep up the fight against fate. As compared with previous years, for the ten months, January to October inclusive, the figures of the current year are as follows:—1882, $73,500,000; 1881, $74,520,200; 1880, $67,583,100; 1879, $71,910,700; 1878, $57,597,900. It will be seen that 1882 has proved no exception in its exemplification of the accursed carelessness of a people who keep on destroying their own and others' property at the average rate of $100,000,000 a year.

THE ERIESE DIALECT.

Railway language is divided into several dialects, but the purest, the attic, the Castilian, the Tuscan, as it were, is the Eriese. We have been at some pains to give a few phrases, with the necessary translations, that may be be of use to the traveler by the Erie railroad.

"Saykraserneo jergwings willc wox'nkwaikwawkwaw."

Means: "Ladies and gentlemen, the train by which I am standing stops at Passaic, Paterson, Port Jervis, Lackawaxen, Binghamton, Hornellsville and all points West!"

"Surngsenfresm!"

Means: "Ladies and gentlemen, we are now at Turner's, where we will stop for ten minutes to allow you an opportunity of procuring refreshments!"

"D'nohaftask'nducktr!"—

Means: "I regret madam, that I am unable to answer your question, but I have no doubt that the conductor, who will come through the train presently, will be able and willing to afford you any information you may desire!"

"Le'thattherescatalonewot, sdematrerwityer don'trytoturndemsatsover!"

Means: "I beg pardon sir, but I am bound to tell you that it is against the rules of this road for two seats to be turned so as to face each other, in ordinary passenger coaches!"

"Changeleanellsvillecorningiraegoesampton quehannasburgervisuerskwawkwawkwaw!"

Means: "Ladies and gentlemen, it is proper to remind you to change here for Olean, Hornellsville, Corning, Elmira, Waverly, Oswego, Binghampton, Susquehanna, Narrowsburg, Port Jervis and Turners!"

Odd as is the Eriese dialect in construction and pronunciation, there is another variety of it which is peculiar to the waiter girls at Erie refreshment stations. It is even more difficult to acquire or comprehend, than the original mother Eriese. We append a couple of sentences:

"Steercough?"—

Means: "Do you prefer iced tea or iced coffee!"

"Rosveestworkinbalidamumutnash!"

Means: "Ladies and gentlemen, we can offer you to-day roast veal, stewed kidneys, boiled ham and mutton hash!"—*Puck.*

THE STOCK MARKET.

The following table shows the highest and lowest prices of stocks on the Montreal Stock Exchange on each day of the week ended 9th November, 1882, and the number of shares reported as sold during the week.

Stocks in Montreal.	Share.	Capital Paid up.	Rest.	Fri. L.	Fri. H.	Sat. L.	Sat. H.	Mon. L.	Mon. H.	Tues. L.	Tues. H.	Wed. L.	Wed. H.	Thurs. L.	Thurs. H.	Total Trans.
Bank of Montreal	$200	$11,999,200	$5,500,000	208¼	209½	208	208¼	208	208¼	206½	207¾	207½	207¾	......	......	3830
Merchants Bank	100	5,614,570	750,000	128½	129	......	129	......	......	......	125½xd	125½xd	128	......	......	633
Canadian B'k of Com.	50	6,000,000	1,400,000	......	......	......	138¼	138¼	138¾	......	138	......	......	......	......	385
Bank of Toronto	100	2,000,000	660,000	......	......	......	181	181¼	182	......	179	178	178¼	......	......	165
Ontario Bank	40	2,998,280	100,000	......	......	......	......	......	127½	......	123½xd	......	......	......	......	30
Banque du Peuple	50	1,600,000	240,000	......	87	......	......	......	......	......	......	......	86½	......	......	28
Bank British North A	£50	4,866,666	1,216,000	......	......	......	......	......	......	......	128	......	......	......	......	7
Molson's Bank	50	2,000,000	475,000	......	......	......	......	......	......	......	......	......	......	......	......	......
Dominion Bank	50	970,250	415,000	......	......	......	......	......	......	......	......	......	......	......	......	......
Federal Bank	100	1,367,260	300,000	......	......	......	......	......	......	......	......	......	......	......	......	......
Imperial Bank of C.	100	1,175,558	400,000	......	......	......	......	......	......	......	......	......	......	......	......	......
Banque Jac's Cartier	25	500,000	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Quebec Bank	100	2,500,000	325,000	......	......	......	......	......	......	......	......	......	......	......	......	......
Banque Nationale	50	2,000,000	150,000	......	......	......	......	......	......	......	......	......	......	......	......	......
Eastern Townships	50	1,392,787	220,000	......	......	......	......	......	......	......	......	......	......	......	......	......
Union Bank	100	1,995,510	18,000	......	......	......	......	......	......	......	......	......	......	......	......	......
Exchange Bank	100	500,000	300,000	......	......	......	......	......	......	......	......	......	......	......	......	......
Banque d'Hochelaga	......	680,000	......	......	......	......	......	......	......	......	95½	......	96	......	......	18
Maritime Bank	100	697,800	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Montreal Tel. Co.	40	2,000,000	171,432	......	......	......	......	......	158¼	127¾	128	......	127¾	......	......	306
Dominion Tel. Co.	50	711,709	21,704	......	......	......	......	......	......	......	......	......	......	......	......	......
Rich. & Ont. Nav. Co.	100	1,565,000	......	75¼	75¾	74¾	76	75¼	75¼	75	75¾	......	75	......	......	486
City Pass. Ry. Co.	50	600,000	......	126¼	127	......	126¾	......	127½	......	......	......	......	......	......	180
City Gas Co.	40	1,800,000	......	187	187½	......	187	......	186	185¾	186	185	185¼	......	......	1270
Canada Cotton Co.	100	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
RoyalCanadianIn.Co	50	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Dominion 5 p.c.	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Mont. 5 p.c. Stock	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Can. N. W. Land Co.	......	......	......	......	......	......	......	......	s. d. 57 6	......	s. d. 57 6	......	s. d. 56 6	......	......	709
Loan & Mortgage	100	612,532	64,000	......	100	......	......	105½	106	......	......	......	......	......	......	82
Mont. Building Ass.	50	481,027	......	......	149	......	147	149	150	150¼	151½	150½	151	......	......	1250
St. Paul M.&M.R'way	100	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Graphic Printing Co.	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Canada Shipping Co.	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Montreal Cotton Co.	......	......	......	......	115	......	......	......	......	......	......	......	......	......	......	35
Dundas Cotton Co.	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Canada Paper Co.	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
CanadaCentralBonds	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Champlain & St.L. "	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......

NUPTIAL GUILDS.—The so-called marriage insurance companies that were started in Pennsylvania two years ago are having their run in the South-Western States. They seem to get wilder and more extravagant the further they travel. Some of the names of these companies show the great elasticity of the English language. One is known as the "Southern Confederacy of Benedicts and Brides;" another as the "Golden Egg Day Marriage Association;" another as the "Superior Daily Nuptial Guild;" another as the "Heart and Hand Marriage Club;" another as the "Daily Marriage Bell Associatian," and so on. Kentucky and Missouri have commenced a vigorous war on the companies of this class, and the newspapers of Mississippi, Tennessee, and Arkansas are daily recording the explosion of some of the bubbles and the disappearance of the managers with the money of the silly dupes who have trusted them.

SENSIBLE TO THE LAST.—An old financier, who is at the head of a financial concern in which he has invested most of his fortune, and the shares in which are certain to fall when he passes away and the management is confided to less skilful hands, has solved the problem satisfactorily. "Whenever my time comes," he says with a quiet chuckle, "I have arranged to have my heirs sell the whole stock of the company for delivery after my death. Then when they cover their shorts they'll make all they lose on the stock as an investment. Beats blind pool all to smash!"

A PERSEVERING PLACE-HUNTER.—Deputy Clemenceau is a doctor who gives his advice gratis on certain days to the public in his district. The patients enter undressed and display their ills, while answering his questions. One young man presented himself *en deshabille* like the rest:—"What is your illness?" "I am not ill at all." "Well, where do you suffer?" "Nowhere." "Why have you stripped?" "Because the others did so." "And what did you come here for?" "I came, citizen deputy, to demand that you would have me appointed a letter carrier."

THE NEW YORK ELEVATED RAILWAY.

The corrected traffic figures of the Manhattan railway company for the twelve months ending September 30 show that during the year 86,361,029 paying passengers were carried over the line. This gives a monthly average of 7,196,769 and a weekly average of 1,660,789. Divide the year's traffic by days, and we have 237,253, which, if all the lines were operated continuously, day and night, would give an hourly average throughout the year of 9,869. But the lines are not all operated continuously, two of the four being closed at night and on Sundays; and then, too, the Elevated roads have their dull seasons and their busy ones, just as surface roads have. This is well illustrated in the reports for May and July. In the former month 7,920,875 passengers were carried, while in the latter there were but 6,637,137, a falling off of 1,283,738. Again, although the daily average for the year was 237,253, the days traffic taken separately differ as widely as that of the months. The heaviest travel of a single day within the year just closed was on April 11, when the report shows 319,138. On December 31, 304,183 passengers were carried, on May 30, 296,808, and on December 23, 296,560.

But the distribution of the travel throughout the twenty-four hours of the day is of course still more uneven. As we have said two of the four lines are closed at night (from 8 P.M. to 5.30 A.M.) and the two that are kept open have but few passengers after midnight. There are three hours in the morning and three in the evening known as "commission hours" when the fare is but five cents, and in these six hours sixty-five per cent of the entire traffic is handled. Taking the daily average then, as a basis of calculation, and dividing it according to this percentage we have 154,212 as the average per diem for the six commission hours, or nearly 26,000 an hour, and if we had any means of ascertaining the exact traffic per hour the results would show an average for the hours between 6.30 and 7.30 A.M. and 5.30 and 6.30 P.M. fully double this. We know that these figures must strike many of our own citizens, even, as fabulous, but they are compiled from the daily traffic slips of the company, and these are made up from the actual number of tickets collected from the cancelling boxes.

The year's travel, divided by the mileage of the entire system, shows an average number of passengers per mile of 2,698,782 for the twelve months, a monthly average travel per mile of 58,232, and a daily average of 8,608. This of course was as unequally distributed as the hourly travel, but we have no means of computing it further. The traffic of the roads for the preceding year, which closed September 30th, 1881, was 75,575,245, and the twelve months ending on the corresponding date, 1880, 60,831,759. The travel of the year just closed exceeds that of its immediate predecessor by 10,785,784, and that of 1880 by 26,529,270. If the business of the roads maintains anything like this percentage of growth for the next five years, the proposition to tax them on their gross earnings instead of as real estate, will not seem so "monstrously unjust" as some of our neighbors of the press considered it last winter.

A $20.00 Biblical Reward.

The publishers of *Rutledge's Monthly* offer twelve valuable rewards in their *Monthly* for November, among which is the following:

We will give $20.00 in gold to the person telling us which verse in the New Testament Scriptures (not the New Revision) contains the greatest number of words by November 10th, 1882. Should two or more correct answers be received, the reward will be divided. The money will be forwarded to the winner November 15th, 1882. Persons trying for the reward must sent 20 cents in silver (no postage stamps taken) with their answer, for which they will receive the December *Monthly*, in which the name and address of the winner of the reward and the correct answer will be published. This may be worth $20.00 to you; cut it out. Address RUTLEDGE PUBLISHING COMPANY, Easton, Penna.

TEETOTAL CHEEK.—The Bishop of Manchester has dared to beard the teetotallers, and declared last week in a pulpit in his diocese that he did not believe that drunkenness was the national sin, which he considered to be licentiousness and want of moral tone. The answer to the Bishop will probably be that drunkenness is the main cause of licentiousness; but it was high time some one of position in the Church rebuked the arrogance of the teetotallers, who would make, not temperance, but total abstinence, a substitute for Christianity.

BEATS MONTREAL WATER.—The New York *Herald* had twenty samples of lager beer analyzed the other day, and nothing deleterious to health could be found in any of them. Twenty samples of Montreal drinking water would have shown a record to astonish all but the natives.

BAD SECURITY.—"How's Shuttle? What's his reputation on the Street?" inquired an anxious broker. "Shuttle? Why his word is as good as his bond!" "And what is his bond worth?" "About three cents on a dollar."