

## DEBATING FOR BOOTS.

There is a tradition in the local shoe trade which connects Ed. Austin of Chicago, as a boot and shoemaker with Abraham Lincoln and Stephen A. Douglas. While those famous men were travelling in company, stumping Illinois, they were fellow-passengers on a stage coach with Austin. Ascertaining that he sold boots, that he had no political bias, and that he would remain over night in the town where both were to engage in joint debate, Lincoln proposed to Douglas that Austin should act as referee, and, after having heard both speeches, give a pair of boots to the one whose address best pleased him, adding: "If he awards the boots to you, Douglas, I'll pay for them, but if he hands them to me, you foot the bill."

Douglas was agreeable, and that night Ed. Austin was the preferred auditor in a throng of 3,000 people. The Rail-splitter and the Little Giant (so Austin says) "talked squarely at me." When the meeting adjourned Austin hurried to Douglas' room. "Senator," he said, "I regret to announce that I have just fitted a pair of boots on Mr. Lincoln."

"So you liked Abe's speech better than mine? All right, sir; what is the bill?"

"Ten dollars."

"There is your money."

Five minutes later the irrepressible Austin rapped at Lincoln's door, and upon entering announced with regret that he had awarded the boots to Senator Douglas.

"Very well, young man; sorry you preferred the Senator; how much do I owe you?"

"Only ten dollars, Mr. Lincoln."

The next morning, when the great orators were paying their hotel bills, the landlord handed each a new pair of boots.

"Why Lincoln," said Douglas, "I thought our friend gave you the boots! I paid him \$10 for them last night!"

Lincoln, roaring with laughter, assured Douglas that he, too, had given the referee ten dollars under the impression that the boots had been won by the Senator. Of course both were anxious to see their unprejudiced young friend and umpire, the boot man, but, of course, they never did. Austin had left the hotel before breakfast.—*Shoe and Leather Review.*

## THE INSIGNIA OF THEIR OFFICES.

Police Justice—"You were drunk last night?"

Prisoner—"Yes, your honor, but it's the first time. I'm a hard-working man, sir, and—"

"What do you work at?"

"I'm a brick-layer, sir."

"Show me your hands?"

The prisoner showed a pair of horny hands. "All right—you may go. Show up the next prisoner. Ah, sir, are you a hard-working man, too?"

"Yes, your honor, and I'm the president of the Laboring Man's agitation association."

"So! Show me your tongue?"

## MONTREAL PASSENGER RAILWAY.

The annual meeting of the City Passenger Railway Company of Montreal has been held. The General Manager announced the dividend of one and three-quarter dollar per share. The President, Mr. Jesse Joseph, said the revenue and receipts of the company had been very satisfactory until August, since which month the increase of the previous months had been lost as a result of the small-pox epidemic.

Mr. Wm. Smith objected to the custom of valuing all the property of the company by the valuation of 1877. The cars and other property had been used steadily since then, and by always estimating them as being worth what they were eight years ago, the real value, as distinguished from the full value of the assets, was being steadily depreciated. He wanted to see a revaluation of the property, and the dividends declared its real place of its original value. Mr. Joseph said Mr. Smith was in error, as the wear and tear was charged to profit and loss account, and besides this a sum of \$7,000 or \$8,000 was yearly set apart for reconstruction purposes.

The proposition to wipe out the \$185,000 which represents the inflation of the original value, and reduce its value to what the road actually cost, \$600,000, was then discussed.

It was finally resolved that the matter should be left for settlement to the new Board.

A motion for \$3,000 for the services of the directorate for the ensuing year was carried.

The annual report was adopted. The following were appointed directors for the ensuing year: Messrs. Jesse Joseph, Hugh McLennan, Alexander Murray, W. H. Hingston, M. D., and Miles Williams.

—Police Magistrate Bartlet, of Windsor, Ont., opened his eyes in astonishment when four Frenchmen were arraigned before him one morning last week. "It is seldom I have a Frenchman before me," he said, later in the day: "They give me less trouble than any other class, numerous as they are here, and it is hardly ever that one is sent up for drunkenness; I don't believe that you can find five on my docket in a year." The offenders were Southern Railway employees, and had been appropriating railway property to their own uses.

—The majority of our lumbermen, says the Frederickton, N. B., *Gleaner*, have not yet completed arrangements for their operations in the woods this winter, but they expect in a few weeks to have contracts signed. A prominent city lumber merchant states that the cut this year would not be any larger than last. On the St. John river this year, the contract price will be about 25 cents higher than last year. On the Miramichi, probably the same figure as last year will be given.

## ENGLISH RAILWAYS IN 1884.

The board of trade returns relating to the railways of the United Kingdom in the year 1884 have been issued. They show that during the 12 months 183 miles of new railway were opened—a somewhat smaller mileage than that constructed in 1883 and 1882. New capital to the extent of £15,155,000 was authorized, or considerably less than in 1883, but the total of £16,543,000 called up is about the same as in the previous year. Of this, the amount thus called up, about £5,000,000 was in ordinary, and similar amounts in preference and debenture stocks. As regards the revenue, the returns show that whilst the goods traffic fell off by £1,031,000, the passenger receipts increased £522,000 for the 12 months. The total goods receipts are, however, only about £70,000 below the 1882 figures. The increase of about 11½ millions in the number of passengers carried compares with an increase of nearly 29 millions in the case of 1883 over the previous year. In the current year to date the passenger receipts also show a decrease. The companies in 1884 were able to effect savings amounting to £151,000 in the expenses, which left the net revenue £388,000 below the corresponding figures of the previous year. These net receipts represented 4.16 per cent. on the paid-up capital, as against 4.29 per cent. in 1884.

## Commercial.

## MONTREAL MARKETS.

MONTREAL, Nov. 11th, 1885.

Since last report there has been a steady continuance of the nasty weather before complained of, up to last night there had not been two hours of sunshine during the whole of the week. Country roads are well nigh impassible in some sections, and business, of course, has been affected, still on the whole there is an improvement noticeable, and a more hopeful feeling prevails in many quarters, probably on account of the very noticeable falling off in the death rate for the last few days. We hear of some orders, before cancelled, being renewed, and the movement of merchandise is increased to some extent. Payments too are a little better, and with the advent of fine, dry and cooler weather—indications of which are

apparent—we have no doubt that there will be several weeks of at least moderate activity and improved collections.

ASHES.—Business in this line is rather quiet, there is only one buyer at the moment; shipments are light and the stock is running up, over 1200 brls. is in store just now. Prices are nominally \$3.75 to \$3.80, but we hear of a sale at \$3.72½, and some negotiations at \$3.70; seconds nominally \$3.20. Very little doing in Pearls; a small lot lately sold at something under \$5.

CEMENTS & FIRECLAY.—Some large transactions have taken place in cements this last week, and the market is about clear of speculative lots; there are no lots of Portland offering now under \$2.75, smalls \$3.25, other lines unaltered.

DRY GOODS.—Quite a few travellers have returned to the city, some of them finding the weather affect business seriously, but within the last few days, some houses report quite an improvement in letter orders, and as there are indications of drier colder weather, the prospects for next few weeks are rather better. City retail trade has remained quiet, the continued wet having a very depressing effect, but some improvement is speedily hoped for. Country remittances are slightly better, and with good roads, there would doubtless be a more decided improvement. Cottons remain steady, with no disposition on the part of mill-men to make any concession in prices.

GROCERIES.—Not much change to note, as regards the volume of trade doing in this line, except that there is a freer movement of heavy staples, as is usual at the season. Payments are very fair. In sugars there is no excitement, and granulated is easier a shade at 6½ to 6¾c. at refinery; yellows 5 to 5¾c. Molasses steady, though not much doing, quotations are 28½ to 29¾c. for Barbadoes in lots. In syrup there is a great scarcity of brights, other lines in full supply. Fruits of all kinds are very firm. For Valencia 8¾c. is the asking price for round lots; Elemes scarce; Sultanias not plentiful, and 9c. the price. For Malagas following are prices: Layers \$2.25 to \$2.50; loose Muscatels \$2.75 to \$2.85; London layers, \$3.50. Black Baskets \$4 to \$4.50; Dehesas \$5.50 to \$6; finest \$7 to \$8. Currants firmer at 5½ to 6½c. in brls.; cases 7½ to 8½c.; figs in light supply and dearer, pound boxes 12½c.; 8 lb. boxes of fine 13 to 15c.; pulled in kegs 8 to 8½c. In spices pepper, allspice and cloves are dearer; pepper is quoted at 18½ to 20c. In canned goods, tomatoes cannot be had under \$1.35 in lots, other lines unchanged.

LEATHER AND SHOES.—While there are no further big lots moving, there is, however, a fair trade doing in leather, and shoe travellers are meeting with better results on their sorting trips. We hear of some cases where orders cancelled on account of the small-pox, have been renewed and the goods asked for in a hurry. Prices of black leather show an upward tendency, especially in pebble and buff which are from half to a cent dearer. A large lot of splits, some 30,000 lbs., sold lately at 20c., and the same kind of goods could not be replaced to-day at the same figure. We quote:—Spanish sole B. A. No. 1, 24 to 27c.; ditto, No. 2 B. A. 21 to 24c.; No. 1, Ordinary Spanish, 24 to 25c.; No. 2, ditto, 22 to 23c.; No. 1 China, 23 to 24c.; No. 2, 21½ to 23c.; ditto, Buffalo Sole, No. 1, 21 to 23c.; ditto, No. 2, 19½ to 21c.; Hemlock Slaughter, No. 1, 26 to 27c.; oak sole, 45 to 50c.; Waxed Upper, light and medium, 33 to 39c.; ditto, heavy, 32 to 36c.; Grained, 34 to 37c.; Scotch grained, 36 to 42c.; Splits, large, 22 to 28c.; ditto, small, 16 to 24c.; Calf-splits, 28 to 32c.; Calfskins, (35 to 46 lbs.), 70 to 80c.; Imitation French Calfskins, 80 to 85c.; Russet Sheepskin Linings, 30 to 40c.; Harness, 24 to 33c.; Buffed Cow, 13 to 16c.; Pebbled Cow, 12 to 15½c.; Rough, 23 to 28c.; Russet and Bridle, 45 to 55c.

METALS AND HARDWARE.—In iron and heavy goods, somewhat of a little spurt exists owing to those on the water routes who have put off buying as late as possible laying in winter stocks. Still there are no large lots moving. In general hardware travellers are still out picking up what "crumbs" they can, but orders are all of moderate proportions. Iron is reported duller in Glasgow than ever, but local prices are firmer owing to higher freights. Warrants are cabled at 41/6d., Canada Plates weaker, lots of Blaina having sold at \$2.30. Tin plates are held stiffer but figures not altered as