

He next turned up in St. Johns, Que., engaged in a general business. Was burnt out in 1877, and compromised at 65 cents on the dollar. He then removed to Iberville, where he developed a large jobbing business, done in such a manner as to inspire serious doubts as to the eventual results. He however, managed to ingratiate himself with a certain class, and succeeded in getting himself elected mayor, which office he held at time of his leaving. He built a \$5,000 warehouse only a short time ago, which, however, is stated to be in his wife's name, and it is feared that there are very few assets to satisfy general creditors. La Banque de St. Jean, the largest creditor, holds the stock in warehouse, under warehouse receipt, as security for its claims. Esinhart himself is at present in St. Albans, and his book-keeper, who might help to elucidate affairs, is also seeking repose somewhere in Uncle Sam's dominions.

—The Insurance Companies have at last acted with common prudence in deciding to cease writing policies on risks in Quebec at or about the same rate as they did in Montreal or in this city, where there are good appliances for extinguishing fires. An agreement has been made between all the companies that in all cases an adequate rate shall be obtained. For the purpose of carrying out this arrangement the city has been divided into three districts and the rates fixed for each in proportion to the risk incurred.

—Messrs. Beatty & Johnson have issued a fifth edition of their work on book-keeping* A circumstance that shows it is in demand is the fact that only last year the fourth edition was published. Since our notice of this work in December 1881, our attention has been called to the fact that pages of it have been abstracted from "Packard's manual" published in New York, in many cases *verbatim*. We could scarcely believe this until we had made an actual comparison of the books. Would it not have been the proper thing to have given due credit to the author? The present edition contains among other fresh matter, a set of farm accounts in a form recommended by the Agricultural Commission for Ontario.

* The Canadian Accountant, a practical system of Book-keeping; an elucidation of the science of accounts, business correspondence, mercantile forms, &c. By S. G. Beatty & J. W. Johnson, Belleville; price \$2.00.

—The number of mercantile failures in Canada during the past quarter, as reported by Messrs. Dun, Wiman & Co., numbered 163, with aggregate liabilities of \$1,715,982, against 130 failures and \$787,889 liabilities same quarter last year; and for the first nine months of the year, 537 failures, with liabilities of \$5,832,552, against 479 failures and \$4,690,747 liabilities same period last year. The largest class represented here for the nine months is among the dry goods people. It is safe to say that the capital employed in the retail dry goods in this country is relatively less than in any other department when the amount of stock carried is considered. The number throughout the United States and territories for the same period was 1,300, with aggregate liabilities of \$18,942,893, against 1,024 failures with liabilities of \$10,112,365 same quarter last year. The number of failures for the first nine months of the year was 4,897, with aggregate liabilities of \$69,523,813, against 3,890 failures with \$51,059,010 liabilities. Many of the heaviest failures, which swell the figures of the last quarter, have been due to speculation or outside operations, in which, although the losses fall largely on those engaged in legitimate business, the disasters were not properly chargeable to any condition of trade. The prospects for the closing months of the year are generally good.

A largely attended meeting of the Citizens was held in Winnipeg last week when it was proposed to build a railway along the river front by driving piles into the edge of the water, planking the outside of them and filling behind with earth and willows.

By an order-in-council passed on Monday, the firm of Messrs. Shields, McDonald, McLaren & Co., contractors, is empowered to open for traffic that portion of the Canadian Pacific Railway between Thunder Bay and Rat Portage. It is said that permission to carry passengers was refused, but the Company will keep one first-class passenger car on the route for the use of employees and others. The rate of freight for coal over the road worked by the contractors is one cent per ton per mile.

The Canadian Pacific Railway will, from November 1st, run two express trains each way daily between Montreal and Ottawa, which will make the journey in three hours and twenty minutes. The same company is placing wash-rooms in the first-class cars, and in other respects greatly improving the equipment.

The newsboy Owens who found a purse of \$70 00 at the Union Station the other day placed it in the custody of the Grand Trunk Railway Company in order to see if the owner would be heard from; as he did not turn up in a reasonable time the boy applied for the money but was refused it. The boy then brought the case before the courts, who decided in his favor. The company then applied for a writ of certiorari but was refused by Justice Cameron. What should be done in such cases is that the money should be kept on trust for a certain time awaiting an owner; and if no owner comes the law should make some definite disposition of the treasure trove.

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