

to the same parties who bought the 1898 stock.—Woodstock, N.B., Despatch.

It is said, by those who have been taking note of the shipments by rail, that Messrs. A. & R. Loggie have already shipped, this season, the enormous quantity of 150 car-loads of canned blueberries. The blueberry crop of New Brunswick is certainly not, as Sir Leonard Tilley said of lumbering, a waning industry.—Chatham, N.B., World.

On the 15th inst. Commander Spain of the fishery service, and Customs Surveyor Power seized a large quantity of lobsters, illegally branded and packed out of season. One of the largest Halifax firms is said to be involved. The lobsters were packed at Whitehead, where violations are said to have been frequent. The seizure was the result of several months' work.

The Fredericton, N.B., grocers have begun an early closing movement again. This time the agitation for reasonable store hours promises a greater measure of success than did the last, since all the grocers have signed the present agreement, whereas two or three leading merchants refused to enter into the early closing arrangement of last summer. The grocery stores will after Monday next close at 8 o'clock each evening, Saturday nights excepted.

Capt. J. L. Anderson memorialized the Vancouver Board of Trade at a recent meeting, in favor of the appointment of a general inspector of salt and fresh fish in the province. He felt that the salmon export business would be much improved if the fish were properly classified and so forth prior to shipment. Capt. Anderson, who attended in person, pointed out the drawbacks of the present lack of system, and the benefits that would accrue if proper method were followed. Capt. Anderson further put forward his own fitness for the position of inspector. The matter was referred to the Standing Committee on Fisheries.

INDUSTRIAL ITEMS.

The Mumford improved boilers, which the Robb Engineering Co. has sent to British Columbia, have obtained such a good reputation for economy, that the Ymir Gold Mines Co., Ltd., of Nelson, B.C., have ordered three of them for use at their mines.

We are told that the Dominion Iron and Steel Co. has placed an order with the Robb Engineering Co. for two 150-h.p. engines for electric lighting purposes. They have also recently bought from the same concern a number of smaller engines and boilers for temporary use during the erection of their extensive plant at Sydney.

The Penman Manufacturing Co. has added another new building to their already extensive premises in Paris. It is 50 by 100 feet, and two stories in height, and is intended to be used as store rooms. Still another addition is to be annexed later on. The mill employs a large number of hands, and is running on underwear, etc., to its full capacity.

A busy place is the Sydenham Glass Works of Wallaceburg, Ont. The company, under the energetic management of Mr. Gordon, who is a native of Lambton district, have lately been extending their works in every direction. They have, we are told, some 700 molds for their nearly 500 different kinds of bottles, besides making lamp chimneys of different kinds, globes and various other glassware. The company employ some 400 hands, and the industry is an important one for Wallaceburg.

IN THE DRY GOODS STORE.

Cold weather is badly wanted.

One of the latest Paris fads is fur buttons.

The silk market is in a feverish condition.

Spring orders for velvets are of larger proportions than for several seasons.

A joint stock company has just been floated in Brantford to take over the winery mills, which have lain idle for a number of years.

Alexander S. Campbell, Frederick R. Lannigan, Benjamin W. Byer, Maxwell Murdock and John Wesley Blair seek incorporation at Ottawa as the A. S. Campbell Co., with \$50,000, to enter into the manufacture of clothes in Montreal.

The Dry Goods Economist mentions with approval a circular sent out by a Mr. Hook, of Detroit, the postscript of which reads thus: "Call me up if you only need a spool of thread. It will reach you on a wheel in ten minutes."

The exports of silk handkerchiefs from Yokohama from July 1st to October 13th were 355,155 dozen, of which 198,742 dozen went to America. The exports of silk goods for the same period were 240,781 pieces, of which 79,895 pieces went to America.

The color card of the Chambre Syndicale at Paris, according to The Economist, indicates more directly than anything else that the season to come will be a color season, one in which fancy and individual taste will have full play. While there may be some adherence to favorite tints, there has rarely been a season where the indications were more clearly towards general indulgence in a varied than a particular use of one tint. But such guesses relate rather to the fancy than the staple productions of the season. In our opinion grays, tans and white will be the strong points of the dress and millinery work of the spring of 1900. Yet the trade and fashion news of the world, particularly the views and decisions of French manufacturers, are of the utmost value in reaching a clear determination as to what is best and most practicable for our own uses.

LAKE CARRYING RECORDS.

The navigation of the Great Lakes and the rivers tributary to them has been subject to many changes. As the rivers and harbors have been deepened, as rapids and other obstacles to navigation have been overcome, changes in vessel property have been necessitated in order to obtain a maximum and an economical carrying capacity. The opening of the new United States and Canadian locks at Sault Ste. Marie began a distinct era in the carrying trade on the chain of fresh water lakes and rivers above Niagara Falls. New and larger vessels have been built and all the old carrying records of great cargoes surpassed. The enormous capacity of the large modern lake freight carrying steamers is shown by the following records compiled to date by The Marine Review:

"Iron Ore—Tow barge "Manila," owned by Minnesota Steamship Co. of Cleveland 7,479 gross or 8,376 net tons, Two Harbors to South Chicago, draught of 18 feet even; tow barge "John Smeaton, Bessemer Steamship Co. of Cleveland, 7,446 gross or 8,339 net tons, Duluth to Cleveland, draught of 18 feet 1 inch; steamer "Malietoa," Minnesota Steamship Co. of Cleveland, 7,335 gross or 8,215 net tons, Two Harbors to South Chicago, draught of 18 feet ½ inch.

"Grain—Steamer "Malietoa," Minnesota Steamship Co. of Cleveland, 195,396 bushels of flax seed and 70,000 bushels of wheat, equal to 7,571 net tons, Duluth to Buffalo, draught of 17 feet 8 inches; steamer "Superior City," owned by A. B. Wolvin of Duluth, 266,550 bushels of corn, equal to 7,463 net tons, South Chicago to Owen Sound, draught of 18 feet 2 inches; steamer "Andrew Carnegie," Wilson Transit Co. of Cleveland, 332,100 bushels of oats, equal to 5,313 net tons, Manitowoc to Buffalo.

"Coal—Steamer "Hendrick S. Holden," Capt. John Mitchell and others, Cleveland, 6,432 net tons of anthracite, Buffalo to Duluth, on a draught of 17 feet 8 inches forward, and 17 feet 1 inch aft."

It is these enormous cargoes which render it uncertain how successfully the Welland canal size vessel can compete on an all water route to the seaboard with a route part water and part rail.

CLEARING HOUSE FIGURES.

The following are the figures of Canadian clearing houses for the week ended with Thursday, Nov. 23rd, 1899, compared with those of the previous week:

CLEARINGS.	Nov. 23, 1899.	Nov. 16, 1899.
Montreal.....	\$15,950 105	\$16,841.083
Toronto.....	9,800.188	10,217.827
Winnipeg	3,382.168	3,988.530
Halifax	1,513.038	1,491.479
Hamilton		819.528
St. John	687.579	680.284
Vancouver	816.396	882.207
Victoria	598.564	584.979

\$ \$34,800.817

Aggregate balances, this week, \$.....; last week, \$5,270,788.