

The capacity of the Dominion Starch Works has been increased by reason of the increased demand for their product.

Mr. J. J. Withrow, President of the Saskatchewan Homestead Company, and Mr. J. T. Moore, Managing Director, have gone on a trip to British Columbia. Mr. Moore and Mr. Withrow will pay a visit of inspection to the Company's settled townships at Red Deer and Crescent Lake.

We learn that the ship "W. B. Flint" has arrived at Port Moody with a cargo of 17,430 packages of tea. This is one of four or five vessels which have left Japanese ports for Vancouver and whose cargoes will be distributed in American and Canadian cities by the C. P. R. and its connections.

The Allan Line steamship "Parisian," which arrived at Rimouski on the 23rd inst, made a very quick voyage, her mails were distributed in Halifax, St. John, Montreal, and Toronto, about 24 hours in advance of the usual time; this was not only gratifying to the owners of the steamer, but satisfactory to business men. She had 735 passengers, 112 of whom occupied the saloon.

The Chief of the Bureau of Statistics, in his twelfth monthly statement, reports that the total values of the imports of merchandise into the United States of America during the twelve months ended June 30 were \$635,253,606, and during the preceding twelve months, \$578,527,329, showing an increase of \$57,726,277. The total values of the exports of merchandise during the twelve months were \$679,425,972, and during the preceding twelve months, \$742,189,755, showing a decrease of \$62,763,783.

A SHORT time ago, N. Preneveau, who was said to own considerable property, disposed of his store and hotel at Havelock, and left the village.—T. P. Card, hotel keeper, Sunderland, reported as having gone away has returned and assigned.—John Cranshaw began the grocery business in this city about six years ago. During the present month he makes a trip to England for the alleged purpose of obtaining a legacy from his father. Before leaving, however, he assigned to Messrs. Kerr & Jenkins.

A LETTER from Liverpool to the Montreal Gazette says that while the mortality among cattle shipments hence for Britain was last year exceptionally light, it has leaped from 0.80 to nearly 4 per cent. Regular liners are maintaining splendidly the good name earned during the last couple of years, but the ocean tramps are playing the mischief with us. Out of 2,964 cattle and 1,192 sheep reaching Liverpool from Canadian and American ports for the week ended July 9th, twelve cattle and sixty-two sheep died on the voyage. All these twelve beeves and forty-six of the sheep died on board the "Batavia."

REFERRING to the recent gathering in the city of the Knights of Pythias, and to the working of this and other benevolent orders, the *Dominion Churchman* regards these societies as of great value, far more than is generally recognized, but, at the same time, "deeply regrets that the church has so far forgotten her duty, and so far dropped part of her mission, as to compel men to take a noble heathen for an example and a name, instead of the infinitely nobler ones of Jesus Christ; and by the neglect of the church, men have been compelled to organize a human benevolent society, instead of finding everything they need in this matter in the divine society our Saviour founded."

In connection with the sufferings of the fishermen on the Labrador coast comes a story that the Strait of Hudson is frozen over, in July. This we confess seems to us incredible, and we do not think that the story will be confirmed. From large masses of ice in the Strait, the story of freezing over has probably arisen. The rumor that three thousand five hundred persons on the Labrador coast have perished may, we trust, prove to be an exaggeration. If there be distress which Newfoundland is unable promptly to relieve, Canada's duty is to go at once to the rescue.

A "SURPRISE" has overtaken the City Council of Essex, according to the *Windsor Record*, and a special meeting is proposed to consider it. The \$20,000 of debentures, issued in 1870 for the repair and enlargement of the County gaol and court house, have fallen due and been presented for payment. The by-law creating the debt provided for its re-payment in twenty years, but, it appears, that, subsequently, the Council, by resolution, decided to limit the period to sixteen years so that it is due June 20th, instead of, as generally understood, in 1890. The sinking fund now amounts to about \$13,000, but some of it is invested and not immediately available, so that the cash balance the Treasurer always carries will have to be used. It will be in order for the finance committee to explain.

As the hot weather increases the changes in business seem to decrease. Probably this is as it should be, for this is the season of repose from business, if repose there be. E. Harris retires from the Kingsville Woollen Manufacturing Co. It would seem that Mr. J. S. Dignam is no longer satisfied to do a wholesale crockery business in the Forest city. He moves from London to Toronto.—M. Saunders retires from the old tailoring firm of B. & M. Saunders in this city. The former again continues the business alone.—W. R. Pattison, grocer, has removed from Gananoque to Uxbridge and Wm. C. Dillon, another grocer, at Forest, has sold out.—W. J. Hall, Peterboro, dealer in dry goods and F. J. Wilson, dealer in shoes, etc., in Newmarket have done likewise.

MESSRS. BRYCE BROS. have placed the sheriff in possession of the Metropolitan Roller Rink in this city.—Denis Fox succeeded his brother in the dry goods business in Belleville last year but evidently did not make much progress and has assigned.—The effects of Mrs. A. McDowell have been seized by a bailiff and sold out.—R. Rinker has been in business eighteen years as a grocer at Kincardine, and although he has always paid his way he made but little progress, and now finds it needful to make an assignment.—The creditors of Lindsay Bros., general storekeepers at Shelbourne, were not satisfied to wait for an investigation until the 15th of August as they proposed. They have already sent a man to look into their affairs, and it is just possible they may be forced to assign. They had branch stores at Orillia and Stayner, the latter of which was burnt out some time ago.—William Real, cigar maker, Toronto, finds his effects in the hands of an officer of the law.

If half the stories are true which are told about the ship laborers' society of Quebec, the trade of that city is suffering greatly in consequence of the acts of this association. It is said that a gang of ship laborers were fined \$3 by their society for going to dinner at two o'clock instead of the regular noon hour. A steamship taking on deals at Quebec wished to

start on her voyage before 3 o'clock. In order to permit her to do so the stevedore requested the men to postpone dinner for a couple of hours. This they did and were fined as above stated; the stevedore was also fined \$10 for inciting the men to do wrong. If all this be true, trades-unionism has reached an extraordinary stage, and we are not surprised at the *Montreal Star* saying, "Quebec's trade is doomed. Ships which formerly called at Quebec on their way to and from Montreal, now give it a wide berth. Even rails for the Lake St. John Railway are sent to Montreal to be unloaded and returned to Quebec by rail." St. John has had a specimen of what arbitrariness in this direction can effect, in a recent experience of a ship from Halifax.

PEOPLE who are traders often have wrong notions of what is necessary policy in matters of business. We find many who cling to the custom of giving long credit for staple articles or food-stuffs to people who are known to be bad pay, and defend themselves by saying that they *must* do so or else lose their trade. It would not be a dire loss if they should lose a good deal of such trade as this. Last week occurred the failure, in New York, of C. F. Klunder, described in the daily papers as the fashionable florist, who had the cream of the trade. The collapse is thus accounted for by another florist: "It is simply this: Klunder had the cream of the trade, but it was not profitable. He was a very ambitious man, and knew he must keep up in reputation as leader in the floral world, and it cost piles of money to do it. He had to keep on supplying flowers to fashionable customers who had not paid their bills in six years. Of course that was an expensive luxury, and, having lots of such people, it was only a question of time when he would be swamped by his bad debts." To say that he had to keep on supplying flowers to customers who had not paid their bills in six years, may be sense according to floriculture, but according to nothing else.

MANUFACTURERS' NOTES.

The Maritime Chemical Pulp Company is the name of an industry shortly to be established in Chatham, N. B. Hamilton will be the head quarters for the company, which is to have a capital stock of \$150,000 in 1,500 shares of \$100 each. The applicants for incorporation are: John A. Fisher, Dundas; John Stewart and Alexander Bruce, Hamilton; and Arthur Lee, John Leys and Richard Brown, of Toronto. Messrs. Fisher, Stuart and Lee are to be the first directors, with A. A. Anderson as secretary.

Canoes of wood pulp are now being constructed in Sweden, by a patented method, very nice-looking and handsomely shaped, and costing about 50 to 60 kronor each. The pulp is waterproof, and is put layer by layer on to a wooden model, where it dries; the model is then withdrawn, and deck, keel and rudder are added. It is furnished with water-tight bulkheads, and in the middle of the deck there is an opening in which the canoe sits and addles.

Mr. Wm. J. Bell, of the organ manufacturing firm of W. Bell & Co., Guelph, is about leaving for California and British Columbia, and will look after and establish agencies in those places.

The Baldwin Locomotive Works, Phila., has completed and shipped engine numbered 8,000. The first locomotive built at these works was turned out in December, 1832, and it took twenty years, until November, 1852, to build 500 engines.