

ing from \$4.30 to \$4.70. First lots of new Valencia raisins are due here, via Liverpool, early next week, and are quoted at about 6c. for fine off-stalk, and 6½ to 6¾c. for selected; fall stocks by direct boat will not reach here till next month.

Hides.—Receipts of beef hides, which continue light, are readily bought up by tanners, and while the association quotation for No. 1 is nominally 11c., as high as 12c., or even a shade over is being paid in some cases.

Metals and Hardware.—There have been no recent noteworthy changes in values. Ingot tin is about half a cent easier, at 36 to 36½c.; spelter firm at 6¼ to 6½c.; antimony, 14½ to 15c.; lead, \$3.75 to \$3.80. The demand for pig-iron is not specially active, and quotations are about steady, at \$19 for best domestic brands, and \$18.25 for No. 2 selected Summerlee. Bars remain at \$1.75 to \$1.80; wire nails, \$2 to \$2.05. The demand for barb wire is over for the season. Tinplates, Canada's, etc., remain as quoted last week; Ternes, \$6.25 to \$6.50; galvanized sheets, \$4.15 to \$4.25.

Oils and Paints.—The great scarcity of window glass, as noted last week, has led to an advance in price, first break per 100 feet being now quoted at \$4 instead of \$3.75 as heretofore; other grades in proportion. Turpentine is firmer at 91c. in single barrels. Pure white lead, \$5.25; putty, \$1.40 in bulk. Shellacs are firmer by 5 to 10c. a gallon, owing to higher prices of gum.

Wool.—The market is still of a waiting character, and millmen are buying only in small lots for immediate wants. While the consummation of peace may tend to some weakening in the commoner grades of wool, it appears to be the opinion that the finer grades will continue to stiffen. Local importers quote Capes at 18 to 24c.; fine B.A. scoured is hard to get, and is firmer at 39 to 43c.; of Australian and North-West there is little here; domestic pulled, 30 to 33c.

W. F. Cockshutt & Co., hardware merchants, Brantford, have sold to G. W. Serles.

The independent telephone line between Bancroft, Coehill, Madoc, Eldorado and Marmora has been sold to the Bell Telephone Company.

The building permits in Toronto for the past eight months totalled \$7,068,000, as compared with \$4,010,000 for the same period last year.

The Customs' duties collected in Toronto during August totalled \$1,000,437.08, a decrease of \$23,549.74 as compared with the same month last year.

In some instances the Provincial Government [of British Columbia], exhibits considerable laxity in paying its employees. We know of a case where a man worked on the repair of roads and trails some four months ago and has not yet received his wages for the service

[FIRE]  
**German American**  
Insurance Company  
New York

CAPITAL  
**\$1,500,000**  
NET SURPLUS  
**5,841,907**  
ASSETS  
**12,980,705**

AGENCIES THROUGHOUT CANADA.

rendered. The same feature exists in the payment of store accounts. The Government should set a good example by paying its bills when they become due.—Camborne Miner.

The Italian Government has notified the acting consul at Montreal of the appointment of a commercial delegate, who will look after the interests of Italian trade in the Dominion.

At a conference of the Association of British Chambers of Commerce, the Quebec tax on commercial travellers was denounced as obnoxious, and in its effect was likened to Yorkshire taxing travellers from Lancashire. This latter is apt. The impost actually amounts to Quebec taxing travellers from Ontario.—Gazette, Montreal.

The Western Canada Milling Co., Montreal, have let the contract to Jas. Stewart & Co., Pittsburg, for the erection of a flouring plant in Montreal to cost between \$550,000 and \$600,000. The buildings will be concrete-steel construction, and the plant will have a capacity of 5,000 barrels per day.

—“Well, dat is an after-dinner cigar.” “What have I to do with it?” snapped the woman, who was killing potato bugs. “Why, mum, I thought perhaps yer would give me a dinner, so I can smoke de cigar.”—Chicago News.

“Yes, sir,” says the man with the determined air, “I heard my boy using slang last week, and I soon put a stop to it.”

“Children are apt to pick up slang expressions very readily,” soothingly says the man with the benignant look.

“Well, I didn't bother about investigating as to where he got on to such a line of talk. I just trotted the youngster into the bedroom, took up my slipper, and told him this slangy way of handing out conversation didn't go in my neck of the woods, and he had to cut it out forthwith or else he would get what was coming to him. And you can bet your life he laid down his hand right away.”—Pittsburg Despatch.

THE TORONTO INDUSTRIAL FAIR.

—There is no doubt of the success of the Toronto Industrial Fair of 1905 in attracting a great gathering of people. And it appears to be true that it has drawn more people than any previous year. The final accounts are not made up, but it is certain that a good monetary profit has been secured. The number present on the opening day was quite unprecedented. The nearest compilation thus far made of the attendance is as follows:—

First week—	1904.	1905.
Tuesday	17,000	60,000
Wednesday	44,646	70,000
Thursday	26,396	56,000
Friday	25,511	40,000
Saturday	41,920	55,000
Second week—		
Monday	103,550	118,000
Tuesday	58,600	75,000
Wednesday	83,400	90,000
Thursday	64,300	80,000
Friday	55,800	47,000
Saturday	55,000	30,000
Totals	576,123	721,000

TRADE WITH THE PACIFIC.

A subscriber in Fort William expresses his impatience at the slow growth of Canadian export trade via the Pacific, and thinks we ought to be doing many times the business we do in this direction. We would remind him that such a trade must grow slowly. For one thing, Canadians have a lot to learn about the proper way to do export trade. And for another, the home trade is so active that exports are comparatively neglected by our manufacturers. It is of interest to remark that from eighteen hundred to two thousand tons of general merchandise was carried from Vancouver by the steamship Manuka when she sailed for Sydney, Australia, on August 18th. She was a full ship, and practically every ton of stuff she took from Vancouver was of Canadian manufacture. The Commercial understands that from