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COMMERCIAL SUMMARY.

The German commercial treaties have been adopted by a vote of 213 to 48.

Bremen is the first city in Germany to operate all its car lines by the electric motor.

The London county council has at last signed a contract for a tunnel under the Thames. It will cost about \$5,000,000.

The Permanent Building and Investment Society, of Melbourne, Australia, has been defrauded of £55,090 by one of its officers.

The Earl of Dudley is, perhaps, the most interesting man to the insurance companies in England. His life is insured for \$6,000,000.

Mr. Fred Hughes, having received a strong French vote, has been re-elected president of the Dominion Commercial Travellers' Association.

Minneapolis insurance agents have been instructed to advance rates on risks from 20 to 40 per cent., owing to the alarming prevalence of fires in jobbing establishments.

The Dominion exports for the five months show the extraordinary increase of six millions over last year. The bountiful harvest is the cause. The revenue has fallen off \$2,117,000.

The treasury department at Washington has ruled that the consolidation of several consignments of foreign goods in one invoice is contrary to law, and that such invoices are not valid for the purposes of entry.

Mr. Dickey was unseated in Cumberland, because an agent paid a voter \$50.

The nomination for Richelieu takes place January 4th; the polling on the 11th.

The comptroller of the currency at Washington has decided to make a dividend of 40 cents to claimants in the insolvent National Bank, of Boston.

A convention of vessel men and merchants, called the Deep Waterways Convention, is in session in Detroit. The subject under consideration is the proposed building of 20-foot canals to connect the great lakes, and resolutions were passed to urge Congress to authorize the immediate commencement and speedy completion of such canals, the improvement of the Hudson river and the maintenance of lighthouses, fog signals, etc. A resolution was also passed favoring convict labor for part of the work.

Some alarm is felt in [British shipping and commercial circles because of the continued resignations of underwriters at Lloyds. Three more gentlemen engaged in the marine insurance business have concluded to withdraw, as their losses have been very heavy, and they have tendered their resignations. This makes a total of 17 underwriters who have withdrawn from the society of Lloyds within a few weeks, and the effect upon ship owners and shippers is not at all reassuring. The extent of the business done at Lloyds may be imagined when it is stated that the value annually insured amounts to more than \$200,000,000.—*Canadian Trade Review.*

All the principal cities in the republic of Colombia are now lighted with electricity.

McDonald Bros., lumbermen and steamboat owners, of Lacrosse, Wis., have assigned, with \$200,000 liabilities; assets, \$300,000.

America is importing less British beer now than a year ago. In October, 1890, 42,339 barrels of British beer were exported and in October, 1891, only 31,711. During the last ten months, the total decline in the export of British beer has been 32,869 barrels.

Notice has been given of an application to Parliament to incorporate a company to build a railway from Carp village, in Carleton county, by way of Almonte and Lanark, to Sharbot Lake, about fifty miles in all, there to connect with the Kingston and Pembroke Railway.

The Bleazard nickel mine at Sudbury has been sold to a syndicate of British capitalists for \$2,000,000. The plant is to be largely increased and the most modern machinery and appliances introduced. Less than five years ago, this property was offered for \$25,000 without a purchaser. Machinery was then put in, and before the recent sale enough metal had been sold from the property to recoup the owners for their entire expenditure for property, machinery, buildings, development, etc. If an export duty is imposed upon the nickel contained in the ore and matte, Canada will be largely benefitted by the passing of this property into the hands of the British syndicate; otherwise not.—*The Canadian Manufacturer.*