

The long conflict between the city council of Vancouver and the Westminster-Vancouver Tramway Company, regarding the rights and privileges of the company within the city limits, was finally settled last week by the passage of a by-law giving the necessary powers to build through certain streets. The *Columbian* states that the city is most carefully protected by the agreement attached to the by-law, and the company is held down to rather close terms.

One of the absurdities of the American wool tariff is that Canadian wool if washed on the sheep's back and then shorn, is subject to a duty of 12 cents per pound coming into the United States. But, says the *Wool Reporter*, the water is so cold in Canada that washing on the sheep's back is cruel, and if the wool is washed after shearing, although no cleaner than by the other method, it is subject to 36 cents duty under the new McKinley law. The wool is worth 33 to 35 cents per pound.

A. B. CANNING, stationer and fancy goods dealer, at North Bay, has assigned after being in business eighteen months; creditors are now offered 50 per cent. of their respective claims, which will probably be accepted. Two years ago, A. E. Williamson commenced tailoring up in Midland. He has already assigned: so has W. H. Burgman, shoe dealer, Musselburg, after twelve years in business. Geo. Ball, tailor, Peterboro, is in trouble. His business was at best a small one, and he has made an assignment.

MEMBERS of the County of Frontenac Dairy-men's Association are very much alarmed at the arrival at Kingston of American cheese to be shipped to Montreal. It comes from points on the south shore between Oswego and Cape Vincent and is sold in Montreal at a less price than the Canadian goods can be secured at. It is stated that about 10,000 boxes will be sent over. A shrewd old farmer remarked that Canadian buyers could put American cheese on the English market by marking it Canadian, and this trick might go undetected.

The increasing business of the Bell Telephone Company has, it appears, rendered necessary an increase of staff, which implies some change of officers. It is intended, we believe, to appoint to the new position of Trunk Line Superintendent, Mr. Hugh Neilson, who has done energetic and faithful work for years as the Toronto manager. Mr. K. J. Dunstan, of Hamilton, is to have the management of Toronto, and Mr. B. J. Throop, local manager at London, will be his successor at Hamilton.

Mr. S. J. T. Brown will be the London representative of the company.

THE Western Superintendent of the Canadian Pacific telegraphs tells the *Winnipeg Free Press* that the company will construct over four hundred miles of new lines in this division during the present season. Wires will be strung along the line of the Calgary and Edmonton, north of the main line, for about 200 miles, and along the Souris branch to the end of the extension beyond Melita. Further facilities will be provided in Southern Manitoba in view of the enormous crop. Important improvements are being made on the main line of railway between Port Arthur and Donald.

E. S. CLARK, grocer, has been in business about twelve years in Toronto, and at one time was considered to be in comfortable circumstances. But of late he has not been prospering. A few days ago a meeting of his creditors was held. An offer of 60 per cent. was made but not accepted. J. W. Cheese-worth, tailor, in Toronto, whom we mentioned last week, met his creditors last Monday, when an offer of 50 per cent. was made. If the security offered can be arranged it is probable that creditors may accept. C. H. Stainton, who has been in the building trade here for some time, has assigned.

CANADIAN cotton mills have been rewarded by a variety of prizes for the good display they made at Jamaica. The Montreal Cotton Company have received a gold medal and diploma for superior quality and make of silesias, denims, Canton flannels, Turkey red cottons, Versailles cloths, pocketings and fine dyed linings for ladies' use. The Stormont Cotton Manufacturing Co. also received a gold medal and diploma, having shown cotton-ades, shirtings, Madras suitings, and other goods. The Ontario Cotton Manufacturing Co., and St. Croix Cotton Mills, received silver medals and diplomas for the same class of goods.

An item in our issue of August 7th described J. R. Booth's big saw-mill on the Chaudiere, giving some particulars of its machinery, etc. We did not mention all the machinery, however, and the E. P. Allis Company write us thus from Milwaukee under date 20th instant: "That Mr. Booth has or will have the largest and best equipped saw-mill in Canada is beyond question, but the statement that the plant contains five of Stearns' and four of Prescott's band mills is incorrect. Mr. Booth will use in all thirteen band saw-mills, of

which we have furnished six, the Stearns Manufacturing Company four, and Prescott (made by the Hamilton Manufacturing Company, Peterboro') three. We wish you would please make this correction."

A NUMBER of small changes have taken place in business circles. The stock of Wm. Campbell, at Tweed, has been sold to Mrs. Deitch, of Toronto. In Guelph, Pringle & Climie have bought the hardware stock of Harvey & Co. J. L. H. Leonard has sold his grocery stock at Dresden to S. F. Taylor, and W. Campbell has bought the general stock of C. H. Johnson, of the village of Eden. In London, A. J. Mountjoy has gone out of the retail fruit business; while the Japanese Furniture Manufacturing Co., in the same place, is dissolved. In the coal and wood business in this city, we note that Keiran & McAdam have dissolved, and Keiran & Gormally continue under the old style. Fraser & Smith, dry goods dealers, have dissolved, and the business will be continued by P. McD. Fraser.

BECAUSE the White Star steamer "Teutonic" beat the record across the Atlantic on her last trip eastward, reaching New York last Wednesday in 5 days 16½ hours, nearly two hours less time than her sister ship the "Majestic" made a fortnight before, they are saying that Belfast shipbuilders have displaced those of the Clyde. But we submit that this hardly follows. The best undisputed time made previous to the two record-breaking voyages of the White Star Line twins was that of the "City of Paris," which sailed from Roche's Point, Queenstown harbor, to the Sandy Hook Lightship in 5 days, 19 hours and 18 minutes, ending August 28, 1889. Following is a comparison of the log records of this trip and those of the "Majestic" and "Teutonic":

	"City of Paris."	"Majestic."	"Teutonic."
First day.....	462	470	460
Second day....	493	501	496
Third day	502	497	505
Fourth day	506	501	510
Fifth day.....	509	491	517
Sixth day	316	317	290

Total.....2,788 2,777 2,778

It is observable that the first-named ship ran a longer course than the others. During the trip the "Teutonic" burned a trifle more than 300 tons of coal a day, and according to her log, her screws averaged 75 revolutions a minute, though it is said that during the last three whole days of the trip they averaged 81 turns.

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