

CHARLOTTETOWN has had a successful fair, which closed on this day week. On Wednesday, 1st October, it is estimated there were 10,000 people on the grounds, on which day the stallion race was the great attraction. Dr. Grenside, of Ontario, who was one of the judges of horses, told the people there regarding the ground, buildings and exhibition, "it was without doubt the finest this side of Toronto." Mr. Greeley, of Maine, who acted as starter, states the track to be the best he ever saw. Perhaps, however, Dr. Grenside had not seen the St. John International Fair. Pictou is to hold an exhibition this week, which Hon. Mr. Fielding opens.

REFERENCE is elsewhere made to the egg trade, and the prospect of replacing the New York market by the British one. But Mr. W. A. Warren, president of the Imperial Produce Company, whom we have seen, takes a much more hopeful view of the situation, and we hope he may prove correct. He says that they have secured through freights, are instructing shippers particularly about packages, and are sanguine that a large trade can be done. Mr. Warren reports the cheese export very satisfactory, and declares that Canadian apples are already booming in Great Britain, some choice red Duchess, in small packages, having brought a fancy price. We should not have thought an early apple like

the Duchess so likely to be successful as hardier and later kinds. One Toronto firm, McWilliams & Everist, tells us that their shipment of apples to Great Britain last year was 56,000 barrels; they are unable to say what this year's export will be.

A BRITISH COLUMBIA paper speaks of a new era that has opened in the shipping history of the Fraser, River and marked by the safe arrival at Westminster of the good ship "Titania" of the Hudson Bay Company's fleet of merchantmen. This is the initial voyage of a regular freight service jointly between the two ports of Vancouver and Westminster and the great markets of British Europe. It is only the thin edge of the wedge which is to open up the vast shipping possibilities from the various channels of provincial and especially mainland trade with the English ports. Since the old days when the Hudson's Bay forts were the points of distribution for the trade of the mainland, until now, there has not been a shipment direct from England to the mainland of unbroken bulk. Formerly Victoria has received and re-consigned the imports, as well as enjoying the honor and emoluments of being the leading centre of all parts of the province for the homeward bound ships of Europe. The "Titania" will take a return cargo of salmon and furs.

#### LONDON AND CANADIAN LOAN AND AGENCY CO.

The business of this company has been well maintained during the twelve months ended with August last. There is a net increase of mortgage investments equal to \$187,000. Revenue Account shows a balance of \$80,508. and the net profits, after writing off all losses, interest and expenses of management, are \$71,258. The directors declared a dividend at eight per cent., a reduction of one per cent. as compared with the previous year, but in pursuance of a justifiable policy of reduction then entered upon. We note a lessening in the item of real estate vested in the company from \$153,000 in 1889 to \$119,000 now, which is a cheering sign, and also a reduction of some \$6,000 on the commission and agency charges. The reduced amounts respectively borrowed on debenture and repaid will however account for this. There is this year an excess of repayments over amount borrowed instead of the reverse. The loans of the company now approach \$4,000,000, and its debentures, \$3,400,000. Reference is made in the report to the Manitoba crop, which Sir Wm. Howland and the inspector took pains to ascertain about. It is stated that: "Whilst the wheat crop is much more abundant than for several years past, it has been slightly injured in some places by frost, and in others by unfavorable weather during the harvest." Nevertheless the harvest is called an abundant one and the prospect is considered good.

#### MONTREAL CLEARING-HOUSE.

Clearings and Balances for the week ending 9th October, 1890, were as under:

|                      | Clearings.   | Balances.   |
|----------------------|--------------|-------------|
| Oct. 3.....          | \$1,957,095  | \$203,616   |
| " 4.....             | 1,448,664    | 132,494     |
| " 6.....             | 1,186,754    | 225,582     |
| " 7.....             | 1,816,100    | 236,757     |
| " 8.....             | 1,806,302    | 346,272     |
| " 9.....             | 1,571,091    | 196,875     |
| Total .....          | \$9,786,006  | \$1,341,596 |
| Last week .....      | \$10,537,609 | \$1,711,688 |
| Cor. week 1889 ..... | \$10,574,384 | \$1,554,792 |

—A watchmaker in Newcastle, Eng., recently completed a set of three gold shirt studs, in one of which is a watch that keeps excellent time, the dial being only three-sixteenths of an inch in diameter. The three studs are connected by a strip of silver inside the shirt bosom, and the watch contained in the middle one is wound up by turning the stud above. The hands are set by turning the one below.

—The largest vessel, with one exception, ever built in the United States, is the new steamer "El Sol," built by the Messrs. Cramp at their Delaware yard. She is 400 feet long, 48 feet beam, 33½ feet deep, and 4,300 tons. She is exclusively a freight boat, and will ply between New York and New Orleans. She will have four masts and be schooner rigged.

—Salesman—"As I understand your order, sir, it is for one dozen shirts at \$36 a dozen." Travers—"That's correct (moving off). Good day."

"Hold on a minute. Pardon me, but we require a deposit from strangers."

"Then make one shirt less."—Clothier and Furnisher.

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