

carried over, 234,685 sacks; last year, 305,140 sacks. Sales, cleaned (estimated), 45,185 barrels; last year, 49,950 barrels. Demand scarcely so active; cleaned stocks accumulating; prices steady.

We are not accustomed to regard the beet root sugar industry of the United States as anything remarkable, but it has more than trebled in the last five years. The production of beet sugar in France for the year ending July 31, 1830, was 4,380 tons, in 1840 it was 22,784, in 1850 it was 62,165, in 1860 it was 126,479, in 1870 it was 282,136, in 1890 it had reached 750,000 tons. A like growth in Germany is noted during a period of about fifty years. In 1840 that country produced a little over 13,000 tons of beet sugar and 9,000 tons of molasses. In 1890 the production of sugar had increased to 1,213,000 tons and of molasses to 240,000 tons. In 1891 the production of beet sugar in the United States was 12,004,838 pounds; in 1892 it was 27,003,322 pounds, and in 1893 it was 44,836,527 pounds, or more than 22,400 tons, equal to what France produced fifty years ago.

The Hills Bros. Co., New York, say, in a circular issued last Monday, concerning figs: "The first parcel of layers, landed per 'Etruria' (arrived a week since), prove to be of satisfactory quality, and have nearly all been cleared. Second steamer from Smyrna, the 'Lesbian,' made a long passage to Liverpool, and her goods were only transhipped on 'Britannic,' arriving next Friday, 9th inst. The third steamer, 'Thebes,' having made a better voyage, transhipped her goods per 'Lucania,' arriving October 10th, and by that date our market will be well supplied, and we are offering a full line by these vessels at reduced figures. In August the prospect was for a full crop, but owing to having been late in maturing, a large quantity was caught exposed to the September rains, and latest advices by cable are that the crop will be much reduced, probably not exceeding two-thirds of an average. Under these changed conditions we cannot expect to see the low prices which prevailed during the season of 1895.

#### DRY GOODS NOTES.

The department stores of Toronto are paying increased attention to men's furnishings.

Shades of petunia, orphelia, and mauve velvet, are creating a trimming in London to many of the hats, toques, and bonnets.

It is said that the cultivation of the cotton plant in Russia is increasing to such an extent that in ten years Russia will be independent of the Western market.

The retail houses vie with one another in their displays of autumn goods. The millinery department bears a prominent place in the windows of the dry goods houses at present.

The autumn issue of the *Draper's Record*, London, England, is of exceptional merit. The pages are worthy examples of the perfection to which the printer's art has attained. The *Record* is each week filled with valuable and interesting details as to affairs in British textile markets.

Business in our market, writes the Manchester correspondent of the *Drapery World*, Sept. 26th, has been partially paralyzed by the rise in the price of cotton, as sellers most frequently have been compelled to ask corresponding advances for yarns and goods, to which buyers have not been able to respond excepting in the case of lots for immediate use. In point of fact, the sales have been only of retail dimensions. Producers in nearly all quarters are more and more concerned at the slackness of a practicable demand. The leading cloth outlets remain for the most part inactive.

The wool dress goods conditions for spring have been summed up about as follows by the *Economist*: The winter of 1895-96 merged rapidly into summer without the customary halt for spring, and April found thin goods necessary for comfort. The spring and summer were also marked by the phenomenal popularity of wash goods and linens. These two conditions and general depression combined to leave the retailers' fixtures pretty well filled with spring wool fabrics, and heavy losses were incurred on the novelties. For this reason importers and buyers evince interest only in "bread and butter stuff," and spring lines are as like as two peas.

The following are the new names, according to the Paris correspondent of the *Draper's Record*, adopted for the novelties in colors to be worn this winter: Bleu-roi, bleu corsaire, bleu peacock, bleu libellule (a washed-out blue), vert laurier (laurel green), vert sauterelle (grasshopper green), vert myrte (myrtle green), vert chasseur (hunter's green), vert faneuse (faded green), brun franciscan (franciscan brown), brun nonnette (nun's brown), noisette (nut brown), cheveu de la veine Queen's hair brown (auburn). Violine (a pale violet), violet grand-mère (grandmother's violet, the old-fashion violet), parme pruneau (plum), gris croise (a blue grey), gris lichen (a lighter shade), gris craie (chalk grey), gris argent (silver grey), gris de lait (milk grey). In reds, the colors are raspberry, cherry, red currant, bengale red, aurore (early

dawn), and a pinky red. In yellows, there are jaune-dollar, suede, fauve (a reddish yellow) saffran-mandarin (orange), paille (straw), and every shade in beige, from light to dark.

#### INSURANCE ITEMS.

Mr. Campbell, manager of the Beaver Line of ocean steamers, makes the statement that the rate of insurance upon these steamers has been reduced by English companies since St. John became their Canadian winter port.

Arson is punished with death in China, but some fire-bugs a short time ago were found guilty of setting fire to a building not inhabited, and the sentence was that these culprits be imprisoned at hard labor for three years, and to remind them of their crime each was to receive one hundred blows every six months of their imprisonment.

Mr. James Brown, who for the past six months has occupied a responsible position in the head offices of the Sun Life Insurance Company here, and leaves this city to enter the employment of a large engine-building firm in Glasgow, Scotland, was made the recipient of a gold-headed cane by his fellow-clerks, as a mark of esteem. Mr. Brown is well known in Montreal curling and bowling circles, and is justly popular.—*Montreal Witness*.

The Commercial Union Insurance Company lost a good representative and Winnipeg a good citizen in the death of John Paterson, jr., last week. The attendance at his funeral showed what numbers of friends Mr. Paterson had in that city. Young man though he was, his sterling character had made itself felt, and the sorrow at his death was general and sincere. The Granite Curling Club, the Thistle Curling Club, the Manitoba Board of Fire Underwriters, the Commercial Union Co. staff, the clerks of the Winnipeg office, and many private friends, sent wreaths to adorn his coffin.

The case of Jordan vs. the Provincial Provident Institution, was heard before Mr. Justice Falconbridge, who has given judgment, dismissing the action. Plaintiffs sued for \$2,000, the amount of a policy on the life of Mrs. Jordan, deceased. The defendants, finding that certain answers given by the deceased on her medical examinations were untrue, cancelled her policy and returned her the premium. She devised the policy to the plaintiffs, who contend that defendants had not the power to cancel. The jury found, however, that the answers given were material to the contract made, and also untrue, but were innocently given, as the deceased did not know her serious condition. The learned judge held that defendants had power to cancel in deceased's lifetime, and even after her death, upon discovering that the answers were untrue.

#### CLEARING-HOUSE FIGURES.

The following are the figures of the Canadian clearing-houses for the week ended with Thursday, October 8th, 1896, compared with those of the previous week:

CLEARINGS.	Oct. 8th.	Oct. 1st.
Montreal .....	\$11,133,445	\$ 9,618,473
Toronto .....	6,606,689	6,236,272
Halifax .....	1,279,837	1,121,206
Winnipeg .....	1,358,623	1,082,327
Hamilton .....	766,738	564,877
St. John .....	718,642	482,590

Aggregate balances this week, \$3,010,976; last week, \$3,332,811.

—An editorial in the St. John *Telegraph* of last Friday says: "The people of St. John have every reason to be well satisfied with the manner in which they have been treated by the Government in the matter of subsidies for ocean steamship lines. Instead of the single service of the Beaver Line, which we had last winter for the first time, and a service by the Furness Line which we shared with Halifax, we will have four independent services subsidized by the Government, viz.: The Beaver Line to Liverpool, the Furness Line direct to London, the Donaldson Line to Glasgow, and the Head Line to Dublin and Belfast. These four lines, with the Belgian Line, which is also coming here, will give us as much business this winter as our wharves will accommodate, and should inaugurate a new era as regards winter trade for this port." On the next day the St. John *Globe*, explaining the steamship subsidies, had the following: "The subsidies as arranged seem now to be \$20,000 to the Beaver Line, \$15,000 to the Furness Line, \$7,500 to the Donaldson, and \$7,500 to the Head Line—the number of trips, the class of boats, etc., to be entirely satisfactory to the department of trade and commerce. In all, this is \$50,000 for steamer subsidies for this city. It is an arrangement that ought to be satisfactory to the citizens, and while no doubt some of the lines of steamers would desire to get more money, yet, on the whole, it is a very liberal allowance."