

suits reflect much credit on the management. During the last two years the whole of the preferential stock (or borrowed money) amounting with interest, to \$11,665.27, has been repaid. The contract for carrying the French mails has been renewed for three years. The old Board were re-elected, viz.:—H. H. Fuller, President; W. P. West, Vice do., and F. D. Corbett, George Mitchell and J. P. Frecker of Halifax, and Mm. Geo. S. Campbell and Cardin of St. Pierre. Mr. The trade of Halifax and Sydney with the French islands St. Pierre and Miquelon, has been greatly developed by this line.

The oil and paint trade in Montreal has been pretty well represented by Messrs. McArthur & Son, S. H. May & Co., R. C. Jamieson, and others. Now an important addition to this is made in the large paint and color factory recently established in that city by Messrs. Lewis, Berger & Sons, (limited) of London & Sheffield, England. This house, established for over a century, is represented in Canada by Mr. Wm. Johnson, a gentleman of large experience in the trade, who, finding that the present tariff operated adversely to the firms business in the Dominion, induced them to erect works in Montreal, which are now in successful operation. They supply the Canadian trade with white lead, paints and colors, and are furnished with the most approved machinery.

The German railway carriages are at last being modified so as to approach in some degree to the American. A writer about the Dusseldorf Exhibition says: In the first and second-class carriages, ordinarily there is no connection whatever between the compartments in the carriage; the conductor passes along the steps on the outside. These new cars, while retaining the compartments and entrance along the sides, have doors from one compartment to the other, allowing the passengers, if so disposed, to communicate, and the collector to walk through the car instead of on the outside. These new cars are all provided with the air brake, an invention which is slowly being adopted throughout Germany. The eight cars, as exhibited and in use on the various roads, have a very different general appearance from American, and also a dissimilar construction. The cars are platform cars, and are seldom roofed, the perishable goods being covered with tarpaulins for protection against the weather.

Prices of lumber in the American markets are strengthened by the prospect of a brisk fall demand. At Albany, the feeling is firmer, although the receipts are very considerable. Those by canal at that point from the opening of navigation up to 23rd instant were:

	Feet boards	Shingles,	Timber,
1879	159,794,200	M.	cubic ft.
1880	218,223,700	5,715	5,400
		16,73	

These figures show a marked increase this year over last, and the enquiry is good. Stocks of Michigan and Canada are generally full, the ex-

ception being 10 inch Canada pine boards which are scarce. The Chicago receipts of lumber have been, since 1st January 815,447,000 feet, against 764,581,700 a year ago; the shipments thence so far have been 429,696,000, against 411,688,000 feet in 1879. Spruce is ruling low this season, and hemlock in light supply.

Hypocrisy is so firmly planted in the heart of what the St. Thomas Times calls a "theological and literary thief" lately arrested there, that when a constable collars him with stolen goods in his possession, he falls upon his knees and asks heaven to forgive his enemies, among others the constable who erringly arrested him when he was obtaining funds with which to do good. This man, Thomas Dougherty, had been stealing books and presenting them to people; perhaps he will say that he thus did evil that good might come. Some 44 books were found in his house that had never been paid for, likewise some pocket books, pencils, &c. And yet this is a person who has been a member of several religious sects, and preached in various churches, ending by rejoining the Roman Catholic church which he had once abandoned. As a temperance lecturer, too, and a sort of general homilist on morals, he was quite well known. We are glad to be able to add that Dougherty was placed in the lock-up, where he will have an opportunity of applying some of his rules of morality to himself.

The New England Transportation Company in advertising its "splendidly equipped steamers," should have more regard for the truth as well as for the comfort of passengers, if it wishes to cultivate trade. We have a suggestion on two, particularly applicable to the owners or managers of the steamer "Canada." We know it is not always possible for vessels to get freighted in time to leave Chicago at the hour stated, but when the boat does not start until midnight or later some means ought to be devised to secure to passengers the state room they stipulate for when purchasing tickets. Owing to a lack of system this is not done. The same room is sometimes sold by agents to different parties. Last week, when the steamer "Canada" was leaving Chicago, no less than three passengers demanded the key of the same room when they arrived on board. This was not only confusing but annoying. Then the culinary department is susceptible of great improvement. The cook should have some holidays. Let him remain in Chicago long enough to take a few lessons from some of the experts in that city, and then there will be less grumbling from the passengers; the gentlemanly officers of the boat, too, will have less annoyance from those entrusted to their care. The state rooms are good and passengers could not fail to enjoy them if they were more neatly kept, but the stewardess has already more than she can do. The fact is that efficiency is, in the case of a number of the employees, sacrificed to cheapness and the grave and dangerous mistake is made of getting a cheap person to do the work of an experienced one. These remarks do not in any way apply to the Northern Queen which forms a part of this line, we are credibly informed she is "splendidly equipped" as advertised.

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