

THE New York elevated railroads carried 96,688,000 passengers during the year ending Sept. 30th.

THE people of Halifax have been induced to adopt the electric light, to which end a company has been organized with a capital of \$80,000, in 8,000 shares.

MANY of our readers will be pleased to hear that a series of papers on Political Economy and Social Science—to be followed by discussions—will be read in the Canadian Institute in this city, during the coming winter.

THE Boston potato market continues depressed and New Brunswick shippers, it appears, are determined to hold their stock until a material rise, which they believe, from the partial failure of the New England yield, to be inevitable.

IN view of the large through shipments of perishable goods expected when the Canadian Pacific railway is opened from Montreal to Port Moody next year, the company has given an order for the construction of twenty-five refrigerator cars. Ten of these have been completed and the remainder are being built at the workshops in Montreal.

THE Scottish jute industry is endangered by serious competition. It is stated that the manufacturers of Germany have added 10,000 spindles to their existing machinery, giving a capacity for turning out 770,000 hundred weight per annum. The news has created quite an alarm north of the Tweed, where 20,000 persons are now engaged in the industry. The capacity of the German mills is now nearly equal to one half the capacity of all the mills in Scotland.

THE Lieves River Land and Phosphate Company (limited) held its meeting in Montreal on Tuesday last. The following gentlemen were appointed directors:—Robert C. Adams, Prest.; W. R. Elmenhorst, Vice-Prest.; W. T. Costigan, and Peter Lyall, of Montreal; Chas. H. Trask, of New York; and A. F. Freeman, of Boston. This company it is stated has acquired several properties in the neighborhood of the Lieves River and has already commenced active mining operations.

A REDUCTION has been made by the mills in the price of bleached domestics. It went into effect, it seems, last week. The *Montreal Star* is informed that these goods are now being sold at fifteen per cent. lower than a few weeks ago, and at prices far below cost. "This is owing to the failure of the Hudon, Valleyfield and Merchants to continue the arrangement as to the output which lapsed on the first of this month, the consequence being that each mill is working on its own behalf regardless of the general interest of the trade."

THE Montreal Terminal Company has just published its prospectus; the capital is placed at \$500,000 and the provisional directors are: Hon. John Hamilton, Hon. D. A. Smith, Alex. Murray, R. A. Smith, Geo. Hague, R. B. Angus, and John Hope. The company is to undertake the erection of elevators for the Canadian Pacific Railway, which the railway will lease from the Company at a rental equivalent to seven per cent. of the cost. It is proposed to call up half of the capital with which to commence the building of two elevators in Montreal harbor. These elevators will cost \$125,000 each and will have a combined capacity of 800,000 bushels. An effort will be made to have them ready by the opening of navigation next year.

AN important failure, and one that will surprise the business community, is that of Messrs. Barber Brothers, general merchants at Streetsville, and proprietors of woollen mills there. The fact of the matter seems to be that, while

this firm had made money and accumulated property in former years, it had not of late kept pace with the improved methods and modern styles of manufacture, and competition being keen, had in fact been losing money. Their effort, lately made, to form a joint stock company, and thus provide capital to reorganize their mill, was not successful, owing prob. bly to the belief that there was capital enough in that business already for the requirements of the country. The obligations are about \$150,000 and a surplus is shewn of about \$40,000; an assignment was made yesterday. The character of the firm, for integrity, industry and economy, has always stood high, and its difficulties are heard of with general regret.

THE apple trade is a subject of live interest at the moment. A sale of a car lot of winter fruit is noted by the *Montreal Gazette* at \$2.25 per barrel. The *Boston Journal* of 14th states the tendency to be downward, choice varieties coming in from Nova Scotia; choice pippins, Hubbardston, &c., going in large lots at \$1.25 to 1.50 for first class, common and medium at 75 cents to \$1.00. Very nice fruit, per single barrel \$2.00. The shippers declare the export business unprofitable. Cables of the 6th announced sales of Northern Spy at 10s. to 12s.; Baldwins, 10s. to 14s.; Greenings, 8s. to 11s.; Kings, 16s. to 22s. The freight and other expenses of export are at least \$1 per barrel. The total export to Britain this season up to 14th inst. are:—12,794 bbls. from Montreal, 58,769 from New York, and 50,044 from Boston—a total of 121,607 bbls. Of these 79,119 barrels went to Liverpool, 33,339 barrels to Glasgow, 7,450 barrels to London, and 1,699 barrels to other ports.

HITHERTO the imports from Britain by Victoria (B.C.) merchants have been shipped in sailing vessels via Cape Horn, a voyage which consumes from 130 to 175 days. A movement is now on foot, we are informed by the *Victoria Times*, which will enable goods to reach their destination in a few weeks, instead of many months as formerly. The merchants will in future receive them "direct from London and Liverpool by steamship to Montreal and thence by rail over the Grand Trunk and Northern Pacific to Victoria." "Of course," remarks the *Times*, "the Northern Pacific will temporarily reap benefits from this new idea, but it will only be for a short period—at the furthest not more than 12 or 14 months. By that time the great Canadian Pacific transcontinental route will be thrown open, giving a more direct and quicker line, whereby freight will be handled but once from the time it is landed at the western terminus of the C. P. R., after having travelled a distance of more than 6,000 miles."

A DEPUTATION of commercial travellers met in Montreal last week to confer with the representatives of the leading railways on the question of rates. The Grand Trunk, Canada Pacific, Northern and Midland roads were represented. It was proposed to put the travellers on the thousand mile ticket plan, while continuing the old rate of 2½ cents per mile. The travellers desired to be left as they were. They wanted to be able to buy when and for what distance they pleased. It was pointed out that supposing a large firm, employing say thirteen travellers, wanted to send them out, they would require to purchase thirteen thousand-mile tickets at once, as those tickets are not transferable, and besides they would have to buy a thousand-mile ticket for each man for every railway he might have to travel over, thus incurring additional expense. The meeting adjourned without anything definite having been done, but the railway men seemed to be favorably impressed with the arguments of the travellers and promised to give the matter their consideration.

A DEALER in hats, caps, etc., in Winnipeg on extensive scale, J. C. Thompson, made a failure in 1882 or 1883, when his creditors were by no means satisfied with the state of his affairs. He has again failed, and is reported as giving up business.

A DESPATCH from Fall River, Mass., dated yesterday, states that thirty-one cotton mills have agreed to close down for a week, beginning Saturday night. Ten thousand persons will be thrown out of work. The prospect is that unless the market improves the shut down will continue much longer.

THE Toronto firm of Woltz Bros., jewellers, have been heavily involved for a long time and their effects have at last been seized, we are told, for \$50,000 under power of chattel mortgage. Besides this there are three other claims against them which amount to about \$25,000, not including a number of smaller sums.

FROM a paragraph in the *Brockville Recorder* we learn that shanty men are getting ready to go into the woods. The lumber firms can procure all the labor they require without difficulty, and at reasonable wages. The prevailing scale of wages is as follows: Loggers, \$20 to \$22 per month; scorers, \$23 to \$24; liners, \$26; hewers, \$34 to \$40. "A large quantity of logs is likely to be taken out in the Upper Ottawa limits this season. The square timber output will be small, owing to the dullness of the Quebec market. Very few sales of rafts were made this year."

THE news of the suspension of Messrs. James Campbell & Son, will be learned with regret by many. The house is an old and most respectable one, and had, by years of diligent effort, built up an extensive business and a fair capital. It has not for years, however, been financially easy. Some heavy look-ups came; one of the chief among them of late years, we believe, was that involved in the preparation of a series of school-readers for the province of Ontario, in the expectation that it would be authorized by the government. The house had, besides, guaranteed 10 per cent. dividend to the shareholders, other than itself, in the Canada Publishing Co. It was hoped that banking arrangements might be made to enable the firm to go on in a few days, but its assignment, made to Mr. Boustead yesterday, renders that likelihood remote. We are glad to learn that under agreement with the Ontario Government, the firm is authorized to publish the new series of school readers. This is an item of no small consequence.

WE make the following extracts from the report of the Cincinnati Pork Packers' Association for the past year: "The receipts, after making the necessary allowance for duplication, are shown to have been 879,989 head, in comparison with 836,223 in the previous year—an increase of 43,766 head. The shipments aggregated 323,638 head in comparison with 242,045. The net receipts show a reduction, indicating a less number having gone into manufacture and consumption than in the previous year. The net receipts were 556,351 head, compared with 594,178 in 1882-83. The aggregate receipts of hogs, cattle and sheep for the year were 1,670,139 head, compared with 1,756,365—showing a decrease of 86,226 head in the whole business; a result mainly traceable to the largely diminished supplies of sheep." Speaking of the trade in general, the report says: "The provision year which is about closing, while not characterized by the tremendous fluctuations of the previous year, has been far from satisfactory during a part of the period. To the packers generally of Cincinnati, however, the year brought fair remuneration. The prices paid for hogs, though much below 1882-83, were still