

FIRE RECORD.

ONTARIO.—Chatham, Feb. 5th.—Dwelling house of R. A. Chrystler destroyed. Loss, \$600.—Listowell, 1st.—Jno. Connolly's stables burned with valuable span of horses, etc. Loss on building, \$150; insured City of London \$50; loss on contents \$300, not insured.—Stratford, 1st.—The barn of Fred. Dunset in Ellice, burned with contents. Loss about \$2,500; insured Perth Mutual \$1,200. Supposed incendiary.—Bowmanville, 3rd.—Statesman office and Hutchison's law office damaged by fire. Loss \$1,200, covered by insurance.—Osceola, 4th.—The woollen mills of Reid & Co. destroyed. Loss \$15,000, insured \$3,000.—West Huntingdon, 5th.—Dwelling of J. Tulloch burned; insured \$1,300 in Royal.—Galt, 6th.—Dwelling of E. Carr burned. Loss \$1,200, insured \$700 in Mercantile.—Huntingdon, 6th.—Luke's hotel destroyed with portion of contents, insured.—Listowell, 7th.—Robinson & White's blacksmith shop, and frame stable of A. F. Lustig burned. Loss about \$1,200, shop insured \$500 in Mercantile.—Windsor, 6th.—Craig's grocery store almost entirely consumed. Total loss.—St. Thomas, 11th.—D. L. Osborne's house burned, insured \$500.—Cobourg, 9th.—Appleby's hide warehouse destroyed with contents. Loss \$9,000; covered in Royal \$6,450. Suspected incendiary.—Blenheim, 9th.—Mrs. Wilkin's frame dwelling totally destroyed. House insured Agricultural \$500; contents, \$500 in Western.—Oakville, 9th.—S. B. Lewis' residence burned. Part of effects saved.—Thorold, 9th.—Frame dwelling owned by W. J. McLarney and occupied by F. H. Motherall destroyed with contents. Loss on building \$600; insured British America \$300; loss on furniture \$800, insured \$600 in Queen's.—Port Stanley, 10th.—H'y Gregg's farm house, two miles west of here burned with much of contents. Insured in London Mutual \$670.

OTHER PROVINCES.—Chymst's tenement house burned, loss not known; insured \$300.—Montreal, Feb. 11th.—Fire damaged Smith's restaurant \$75. Desmarts' cigar store damaged \$600. J. Duffy & Co's spice mills damaged by fire \$1,000; on stock and building, \$1,200. Former insured \$3,000 in Phoenix and Royal Canadian; the latter also insured.

ADVANCING PRICES.

A retail merchant should remember that he is as much justified in putting up the price of his goods that have advanced as he is in reducing them when quotations have fallen. It has always seemed strange that some grocers fail to realize that this important principle is necessary to the success of their business. If a retailer will sound his customers on the subject he will find that most of them expect it. They may object to paying more for their goods than they have been accustomed to, but no reasonable customer will object if the true facts are explained. Merchants also are more afraid of those that buy from them than they might wish to acknowledge. Some dealers can be scared out of a seven years' growth if they think that there is a chance of losing a customer. The palpable want of independence has put many a merchant into the power of his trade until he hardly dares to say his soul is his own, and his customers are quick to take advantage of it. When he tells a purchaser that he cannot afford to sell an article as cheaply as formerly because it costs him more money he should enforce his statement by his acts. If you allow a customer to beat you down and obtain the goods at the old price, you can make up your mind then and there that you are in his power, for it will be a hundred per cent. more difficult to get advanced prices from that customer a second time than it was in the first instance.—*Northwest Trade*.

—They are talking about establishing a Maple Sugar Exchange in Vermont to guard against adulteration. It is said that the widespread adulteration of genuine maple sugar and syrup is resulting seriously to the sugar industry of the State. The annual product is about 12,000,000 pounds, and it is thought the organization of an Exchange would increase it 25 per cent.

—In the tobogganing business no man would think of walking ten minutes up hill for the sole purpose of sliding down thirty seconds. He would not be such a fool. He thinks of sliding down first, while walking back is another thing.—*New Orleans Picayune*.

—In Turkey when a man is caught in a lie an official is sent around to paint the front of his house black. A city full of ring politicians would soon look like a funeral. It would be livelier to paint the town red.—*New Orleans Picayune*.

—“Ah, glad to see you back, old man!” said a local merchant to a returned citizen. “I’m glad to be back,” said the other. “Where have you been?” “Been over to Boomtown.” “In business there?” “Yes.” “Make anything?” “Yes, made an assignment.”—*New Orleans Picayune*.

—A successful and wealthy retired merchant has often been heard to say in the hearing of the *Dry Goods Chronicle* that he never was so rich and happy as in his early youth. “For then,” in the language of Socrates, “he wanted least, and therefore approached nearer to the gods, who wanted nothing.” The same journal tells this of another wealthy man, old Commodore Vanderbilt, who on being asked one day what he considered to be the secret of success in business, replied: “Secret! There is no secret about it. All you have to do is to attend to your business and go ahead.”

A despatch to the *New York Times* reads as follows: New Orleans, Jan. 22.—Mr. George Campbell of Ontario, Canada, has been in Alexandria, on the Red River, several days, awaiting his six rafts of one-third ash and two-thirds black walnut, containing about 600,000 feet of lumber. This timber was cut in the lower edge of the Indian Nation. He will have the lot towed to New Orleans for export to England. Mr. C. brought some this way last year soon after the enforcement of Inter-State commerce law, as before that time he could get cut rates by rail, while now he has to float his timber over 1,200 miles.

—The importations of Canadian lumber and other wood goods into the United States by way of Rouse's Point, N. Y., for 1887, are thus given by the *Lumber Trade Journal*. The total quantity of pine, spruce, hemlock, ash, basswood, maple, elm and birch lumber is given at 173,818,000 feet, as under:—

Pine lumber	138,017,880 feet.
Spruce do.	24,007,168 “
Hemlock do.	9,502,757 “
Ash do.	1,348,294 “
Basswood do.	553,662 “
Maple do.	248,006 “
Elm do.	63,749 “
Birch do.	76,945 “

Then follow, in order, Lath, 45,103,530 pcs; shingles, 4,689,500 pcs; pickets, 2,630,177 feet; matchblocks, 745½ cords; hemlock bark, 6,415 cords; wood (fire), 1,360 cords; railroad ties, 243,750; telegraph poles, 9,550; cedar posts, 13,987; wooden doors, 10,458; reel stock, 396,000 feet; shooks, 4,314,000 feet; match splints, 140,220 gross.

—A proposal is made by some St. John financiers to construct a wet and dry dock, also to bridge the Saint John river via Navy Island. The Dominion is to be asked to contribute \$200,000 and the Province \$100,000 which invested at 4 per cent. would yield \$12,000 per annum interest. St. John, Carleton and Portland are to contribute \$15,000 and the street railway \$3,000 for running powers over the bridge. These sums make a total interest of \$1,000,000 at 3 per cent. which is to be offered to American capitalists who are to provide the money and supplement the earnings of the docks and bridge with \$30,000 of subsidies. Another scheme is to reclaim sundry flats near the city and erect immense iron works to which the Dominion is also to be allowed the honor of contributing. It looks as if George Francis Train who lately shook off the dust of the United States from his feet had permanently settled in St. John and perhaps had been entertaining the famous Colonel Sellers.

—“What becomes of all the rubber over shoes?” The factories in Naugatuck alone turn out 15,000 pairs of shoes daily, or, counting 300 working days in the year, 4,500,000 pairs. Considering what rubber shoes are made of nowadays, perhaps it is not remarkable, after all.—*Ansonian Sentinel*.

—The Halifax and Newfoundland Steamship Company has applied for letters patent, with Messrs. A. W. West, M. Dwyer, G. A. Pyke and M. P. Black as provisional directors. The objects are to purchase and charter steamers for general transportation purposes, carrying of passengers, mails and freight between ports in Nova Scotia proper, Cape Breton and other ports of Canada and Newfoundland, the United States and elsewhere. The proposed capital stock is \$50,000 with power to increase.

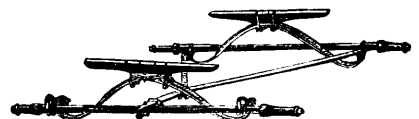
—The letter of “Nauticus” who writes from Windsor in feeling terms on the subject of the “cruel risks that sailormen are exposed to on our lakes by the selfishness of vessel-owners or captains,” reminds us of a strong passage in the report of the Harbour-Master of Toronto to the Harbour Commissioner, last month: “The loss, annually, of so many vessels and valuable lives, leads me to think,” says Mr. Baldwin, “that the time has come when our government should exercise some supervision over the building and sailing of our Inland Merchant Marine. Seaworthiness is, in many cases, sacrificed to carrying capacity and cheapness; and the quantity of freight a vessel carries is, in some cases, just that amount the captain thinks his vessel will float with. This, no doubt, is owing to the desire on the part of the captain to make the most out of a low freight, and to stand well with his ‘owners,’ but it necessarily risks the lives of others who have no say in the matter.” The truth is, we believe, that among Americans as well as Canadians, disaster and loss of life among seafaring men on our Great Lakes are caused by the easy-going recklessness of master and crew quite as much as by any deliberate “cruelty” in the disposition of the owner. Those unhappy men who lost their lives by the breaking loose of a barge on Lake Erie from her tug, and afterwards foundering, probably knew that the barge was “ripe” and over-ripe, but better pay in the fall of the year easily induced them to take the risk. The owner must have known her condition, but so long as a crew could be got to take the risk, he would take it, and nothing but the strong hand of the law will prevent.

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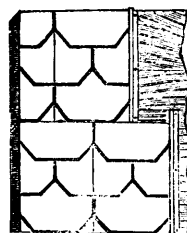
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