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•• The town of Farnham voted last week on the by-law authorizing and directing a subscription of \$25,000 to the capital stock of a beet root sugar company, and carried the same without an adverse vote. The parish is shortly to vote on taking \$10,000 stock in the enterprise.

•• The Acadia Fire Insurance Company has declared a dividend for the half-year of 10 per cent., making 15 per cent. for the year. This company has paid during the past seventeen years dividends amounting on the aggregate to \$210 per share of \$100 par value, or an average of close upon 12½ per cent. per annum.

•• The deposits for December in the Government Savings Bank, Halifax, N.S., reached the sum of \$109,726.04, of which \$38,016.11 were transferred to Government 5 per cent. stock. For the six months ending December 31st, 1879, the deposits were \$527,151.90, an increase of nearly \$100,000 over the amount for the corresponding period in 1878.

•• In reference to the Sault St. Marie railway scheme, it is stated somewhat authoritatively that the Government will propose to Parliament the building of eighty miles of the road in lieu of the abandoned Georgian Bay branch; and further, that the policy of the Government would be to make the Provinces pay for the railways passing through them.

•• Citizens along the line of the Beeton Branch of the Northern Railway are making sturdy complaint against inadequate mail and passenger service under the new running arrangements. A grievance meeting was held at Alliston, last week, at which it was decided to represent the wants of the community to the managing director of the road, and also to the Postmaster General.

•• The first rail laid on a railway in Minnesota was put down in 1862—only eighteen years ago—and that State now boasts 2,951 miles of railway. The amount of construction in Minnesota the present year reached the large

figure of 396 miles, the largest number of miles ever built in one year, except in 1871, when the Northern Pacific threw its span of iron across the State. In that year 458 miles were built.

•• In reference to the proposed change of gauge of the Toronto, Grey and Bruce Railway it is stated that an understanding has been reached by which, as soon as the directors are in a position to carry out their plans, the rolling stock of the Grand Trunk Railway will be run over the two lines in common; in other words, through rates and complete arrangements for the interchange of traffic will be adopted.

•• Forty-three vessels of 4,533 tons were registered at the port of Halifax, N.S., during the year 1879, and fifty-seven vessels of 12,635 tons were struck off for reasons, as follows: Lost and destroyed 18; unseaworthy, 3; transferred to other ports, 24; sold in port, 9. The total number of vessels on registry is now 1001, with 98,141 registered tonnage; a year ago the figures were 1015 vessels, 106,281 registered tonnage.

•• Alex McDonald, hatter and dealer in gentlemen's furnishing goods, London, Ont., who successfully resisted the operations of a writ of attachment uttered on the 16th ult., yields to a second issue without contest. The liabilities of the insolvent are given at \$3,600, and assets, comprised of stock and book debts, \$2,949.52. The total of book debts is \$624.29, of which sum \$241 is accounted bad without qualification.

•• The additions to New Brunswick shipping for the year 1879 numbered 27 vessels of 14,679 tons burthen, and the losses 31 vessels of 10,617 tons. The total registered shipping is now 1,137 vessels, 342,844 aggregate tonnage, distributed as follows: St. John, 738 vessels, 281,101 tons; Chatham, 170 vessels, 17,558 tons; St. Andrews, 191 vessels, 20,200 tons; Dorchester, 21 vessels, 17,579 tons; Sackville, 13 vessels, 4,720 tons, and Moncton, 4 vessels, 1,686 tons.

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## AGENTS WANTED.

•• Commercial morality and fraud occasionally meet upon the line of demarcation that separates the two. Some there are who claim there is no line, but rather a debateable ground where some exponents of the former so frequently enter that it is difficult to say to which class they belong. Nearly every business man knows of such a character, of one who is so mean—within the law—that it is hard to determine where morality ends and meanness or fraud begins.

•• The year 1879 was anything but satisfactory from a business point of view to St. John, N.B. The value of imports was only \$3,000,000, against \$6,102,000 the year previous and \$7,301,000 in 1865. The value of exports was \$2,547,000, against \$3,000,000 in 1878 and \$3,642,000 in 1875. The entire business of the year was less than that of any previous year since confederation, and as shown by the foregoing figures, taken from the *St. John Telegraph*, considerably below one half that of the year 1875.

•• The U. S. Consul at Buenos Ayres reports that the financial, agricultural and general condition of the Argentine Republic is excellent. In 1852 there were 5,500,000 sheep in the Republic, in 1879, 56,000,000. To improve stock-breeding sheep are imported at from \$90 to \$300 a head. The number of horned cattle is estimated at 14,000,000. Immigration had increased from 5,000 in 1860, to 36,000 in 1878, in steady ratio. A third of the emigrants come from Italy, about 8 per cent. being farmers, who with their families settle on the public lands. They are in a prosperous condi-