

Not long ago the Chatham Manufacturing Company secured a valuable tract of timber land in the vicinity of Newbury. There are walnut, chesnut, oak, white ash and other timbers of good quality on the limit.

It is proposed to build an immense flouring mill at Keewatin, Man., with a capacity of 10,000 barrels per day. In connection with it Mr. Alex. Mitchell proposes a huge elevator with a capacity of 1,000,000 bushels of wheat.

SINCE early last spring the work of transferring the cables which suspend the great railway suspension bridge at Niagara Falls from the stone towers to the steel ones has been in progress. The undertaking was completed on the 6th.

A GUELPH paper notes that Messrs. T. Gowdy & Co., of that place, have recently been shipping quite a number of lawn mowers for Australia. This season up to date they have forwarded five consignments, and are to ship more in a few days.

MR. DERAIS, M. P. P. for Nicolet, Que., whose bankruptcy is announced, was heavily engaged in the exportation of pressed hay. The *Chronicle* learns that his liabilities are considerable, the principal sufferers being the farmers of St. Gregorie and surrounding parishes.

ON Monday there was between three and four thousand dollars worth of town lots on section 16 sold at the land office, says the *Calgary Tribune* of last week. For a little while it was a sort of reminder of the Winnipeg of 1882. Every day recently there has been an increase of business at the land office, and all this points decidedly to something in the way of a little boom next spring.

It is announced in the New York papers that firms engaged in the sewing silk and machine twist trade have decided to increase the price of their goods ten per cent. on or before Feb. 1. They say that this action has been forced upon them by an advance in the price of raw silk of \$1 per pound and the likelihood that the present high prices will remain unchanged for some time.

CONSUL ECKSTEIN, at Amsterdam, reports that the exports of Sumatra tobacco to the United States during the year, 1886, will, perhaps, amount to but little more than half of what they were the previous year. The chief cause of this, as he is informed, is the high price the tobacco commands at Amsterdam, which appears to be regarded as too high, the quality considered, for the American market.

In order to meet more fully the increasing demands of their trade Messrs. Bertram & Co. will remove the iron and wholesale branch of their business to 76 Wellington street west, this city, on the 1st February next. These new and extensive premises will better enable Messrs. Bertram & Co. to supply the wants of iron and heavy goods customers. The retail hardware business will be carried on as usual at 114 Yonge st.

THE *Portage la Prairie Liberal* says there is a probability that a cut in the existing rates between Winnipeg and Vancouver is not far distant. The Northern Pacific is making arrangements for the construction of a branch line to tap Winnipeg, crossing the boundary line in the neighborhood of Rock Lake. Surveyors are reported to be at work a short distance from the boundary line and south of Crystal City. This branch will probably leave the N. P. at Devil's Lake, Dakota, which is a point about 175 miles south-west from Portage la Prairie.

THE output of the Springhill collieries for December reached the unprecedented figures of 43,026 tons making a total for the year of 468,000 tons, an increase of 118,000 tons over 1885. The south slope is being opened out and about 200 tons of coal hoisted and shipped daily. Other preparations are being made for a further increase of business this year. Shipments of coal by water from Parrsboro' in 1886 were 40,508 tons, against 26,215 in 1885.

IN response to an enquiry from Secretary Manning, the U. S. Collector of Customs at Duluth has telegraphed to the treasury department that the receipts of Canadian fish at that port for the year ending June 30, 1886, were 345,738 pounds, and for the last six months of the present year, 665,850 pounds. Fully as much more American fish was received there during the same period. It may be that these facts have some bearing on the fisheries question.

FULLY two-thirds of the five cent coins in circulation in St. Thomas are the unsightly and unhandy United States nickels. The collections at some of the churches contain these nickels to the amount of from \$2 to \$3 every Sunday, and as the banks are adverse to receiving so many of the nickels the query as to how to dispose of them arises. The *Journal* thinks, however, if they were removed from circulation that there would be an immense difficulty in making change in St. Thomas.

A DEPUTATION from the St. Thomas Feather-bone factory, waited on the Minister of Finance at Ottawa recently, and asked that turkey quills be placed on the free list. It has recently been discovered that this article can be profitably used in the manufacture of corsets in the place of whalebone. The turkey quills are split into fine threads and woven into cables. The subject of the application will receive due consideration. There are at present, says the *Journal*, 30 hands employed in the factory.

A CORRESPONDENT of the New York *Tribune* points out how much firms in the Eastern States have fallen off from what they used to count as paying investments thirty or forty years ago. A principal cause of this he finds in the railway system of carrying western produce to eastern markets at or under cost of transportation, while piling the burden on local freight. Railway discrimination has grown to be a giant evil, and the strong arm of the law is urgently needed to secure fair play. The same complaint—discrimination against local interests—is becoming intolerable in Old England as well as in the North-eastern States.

In addition to the list of prominent firm changes in Montreal noted last week, we have to note the following: Butterfield & Spencer, shoe machinery, have dissolved; T. Spencer & Co. continue. Colquhoun, Drummond & Co., machinery and mill supplies, have dissolved, John J. Drummond continuing alone. The old established house of Gillespie, Moffatt & Co., general importers, has changed in style to Gillespie, Paterson & Co., Mr. Geo. Moffatt having retired. Marcuse & Cunningham, wholesale mouldings and fancy goods, have dissolved, each continuing separately. Ransom, Forbes & Co., wholesale grocers, have dissolved, S. J. Carter retiring. D. Macfarlane, jr., has been admitted a partner in the wholesale stationery firm of Macfarlane, Austin & Robertson. Mr. John Magor has become the sole partner in the firm of Frank Magor & Co., importers and manufacturers' agents.

E. HAYNE, a grocer in a small way at Belleville, is in arrears to his landlord, who has seized the stock.—When James A. Lea left the employ of the McCormack Mfg. Co. in London, he bought a small stock of confectionery and began business on his own account. A meeting of creditors the other day disclosed liabilities of \$10,000 and assets \$8,500. He will likely make an offer of compromise.—The sheriff has closed up the store and is said to be in possession of the stock of shoes belonging to Conley & Co. Stratford.—The creditors of James Haliburton, a builder in this city, met on the 5th but adjourned until an examination could be made.—An assignment has been made by Mrs. A. M. Simpson, a dealer in fancy goods at Aylmer. Her husband, who came off a farm, failed in 1886 and his wife has since carried on the business.—The present is the second failure of T. Duff & Co., grocers, Barrie. They cannot, it is said, owe much outside of one or two houses, their credit being limited.

REPORTS are published by the Glasgow *Herald* upon the shipbuilding for the year on the Clyde and the principal centres of the industry in England. These all tend to show that the great depression experienced for the last few years still continues. The vessels launched on the Clyde during the twelve months number 166, of an aggregate tonnage of 172,440, as compared with 241 vessels of 193,458 tons launched in 1885, so that there is a decrease this year of 75 vessels and of 21,018 tons. On the Tyne the decrease is 23,193 tons, on the Tees 13,460 tons, on the Wear 5,000 tons, and at the Hartlepoons 17,837 tons. The *Herald* estimates that the production of 1886 will not much exceed 400,000 tons, so that the gross falling off from last year will be something like 140,000 tons. How it compares with some of the previous years will best be indicated by the following figures:—

1881—Total production....	1,000,000 tons.
1882 “ “	1,200,000 “
1883 “ “	1,250,000 “
1884 “ “	750,000 “
1885 “ “	540,000 “

WE remember having seen, years ago, a book by Harriet Martineau, entitled “Four Acres Enough.” It was devoted to proving that the area of land mentioned was large enough to yield subsistence for its occupant and his family. But here comes Sir John Lister Kaye, with his project of a 10,000 or 50,000 acre farm, to disgust us with the day of small things. Perhaps a reasonable medium is that of Mr. James Srigley, of Pelee Island, Ont. Upon his 34 acre farm, according to the *Amherstburg Echo*, he raised 74 bushels of oats, 950 of corn, 500 of potatoes, 560 of beets and carrots, 4 bushels of apples, 3 of cherries, 30 of peaches, 70 quarts strawberries, 4 quarts plums; tomatoes without measure, several hundred melons, 6 waggon loads of pumpkins and squashes, 375 gallons of cane syrup, 100 bush. cane seed, 30 tons of grapes. Nearly a ton of hay, and green clover enough for horses and hogs, with green corn, cabbage and other garden stuff for the table. The 30 tons grapes grew on 11 acres and 4 acres were young vines with the first crop, and all sold at about an average of 4½ cents. per lb. Who would not give on Pelee Island—in the summer and fall.

—Apparently Parrsboro, N. S., is a lively port. During the past year 1,280 coasting and foreign vessels entered there and 30,000 tons of coal was shipped to domestic ports. The foreign deal shipments for 1886 were 29,345,000 superficial feet and 5,000,000 superficial feet to domestic ports, being 5,000,000 less than 1885. It is thought that there will be an increase in the trade for 1887, as the shippers are opening up relations with Spain.