

An Order-in-Council has been passed reducing the tolls on the St. Maurice slides one-half.

The Phenix Insurance Company of Brooklyn, has taken over the entire business of the Eastern Marine Insurance, Company.

The firm of A. W. Corbitt & Son, of Annapolis, has dissolved partnership. The business will hereafter be carried on by George E. Corbitt, the junior partner in the late firm.

THREE hundred members of the British Association will arrive on Saturday next by the Allan liners. The Parisian brings 120 and the Polynesian 180. The Polynesian sailed Thursday and the Parisian Saturday of last week.

THE official returns of emigration for the month of July from all British ports, made public in London on the 7th. Instant give the total number of emigrants to America as 21,653. Of these 17,217 were bound for the United States, and 4,443 for Canada.

QUITE a number of entries for exhibits at the Montreal exhibition have been made already by firms in New Brunswick. The following are some of the new entries: C. B. Eaton, of St. Stephen, N. B., leather, Price & Shaw, St. John, N.B., carriages, and M. Russel & Son, Newcastle, N. B.

THE proprietor of asbestos mines in Coleraine, has suggested to the authorities in Montreal who are arranging for the reception to the members of the British Association, that excursions be made to the copper mines at Sherbrooke and the asbestos and other mines in the neighborhood of Coleraine.

THE imports of petroleum into Great Britain this year show a heavy decline on those of the year previous. The imports of this article into the United Kingdom during the first six months of the present year fell off more than 50 per cent., the exact total being 15,522,358 gallons, against 32,202,385 gallons in

We learn with sincere regret of the death in Montreal, of D. McPhie, General Manager of the St. Lawrence & Chicago Forwarding Co., and one of the directors of the Montreal Transportation Co. which concerns have been amalgamated. Mr. McPhie was a well-known forwarder, a good business man and of most estimable character.

LABORERS are wanted in Quebec for the Lake St. John Railway and the efforts of the contractor have not secured as many as he requires; he has been compelled, therefore, to bring on 200 Italians from New York. It is estimated, says the *Chronicle* that 32,000 labourers from this Province alone are now working on the Canada Pacific Railway.

W. C. GAMESFORD, of Seeley's Bay, Ont, where he has been in business for some ten years, is in trouble for a second time. He failed pretty badly in 1879, when he compromised at ten cents in the dollar. For a while thereafter he remained out of business, but resumed, and has long been very slow and unsatisfactory. He has lately been sold out by sheriff.

THE liberal addition made last year to the rolling stock of the P. E. Island Railway, says the Charlottetown *Examiner*, is to be supplemented this year by cars, etc., to the value of \$30,000. The cars are to be made at the railway works in Charlottetown, and will comprise for the P. E. Island Railway 48 box cars and 10 flat cars, besides some rolling stock for the Cape Traverse branch.

It was decided by the Industrial Exhibition directors on Wednesday, to have another fifty-horse power engine put in the machinery hall to drive the electric light generators. The offer of the Toronto Electric Light company to erect a tower 150 feet high, on top of which they propose to put six electric lights of 5,000 candle power,

was accepted. The Consumer's Gas Company notified the board that they would light the main building with gas free of charge.

PRUDENT men insure their lives as well as their property, but there is but little analogy between the two kinds of assurance contracts. In the first, the contingency provided against is certain and the loss will be total; in the second, the contingency is uncertain and the loss likely to be partial. Thus life assurance is the more important of the two.

A NEWS agent on the Canada Pacific Railway, named R. R. Harstone, who formerly was of St. Mary's, Ont., but latterly did business at Winnipeg, had his effects seized under an execution of \$8,000.—The effects of the Brunswick Hotel in Winnipeg are again under the hammer. Its furniture, owned by Howes & Black, was sold on Monday last, we are told, to satisfy an execution.—At Birble, an execution was also issued against the effects of Wm. Holman, a boot and shoe dealer.

THE French sugar industry is on the wane. In the year 1874 France produced 415,000 tons of sugar, Austria 233,000, and Germany 289,000 tons. In 1883 France had not increased her production, while the Austrian had risen to 600,000 tons and the German to 925,000. The struggle, says the *Debats*, under these circumstances, is impossible, and a proposition is now before the Chamber to enable the French manufacturers to stand up against crushing competition. This law protects the home manufacture of sugar by a series of bounties.

A SOREL grocer, named H. C. Charland, has got into difficulties and has assigned to A. A. Taillon. He began storekeeping in 1871, and it is reported made some sort of arrangement with creditors a few years ago. His opening a branch in Yamaaka a short time back, may have helped to embarrass him.—L. N. Lusier, a boot and shoe dealer of St. Hyacinthe, has assigned, owing the very respectable sum of \$10,500, assets apparent only \$4,800. He was understood to be a support account of a Montreal house.—D. C. Tabb & Co., dealers in hardware and house furnishings, in Montreal, have assigned. Liabilities not yet ascertained. The concern had not been in strong credit for some time back.

In addition to the canning of salmon and lobsters, there is a good deal done in New Brunswick in the way of preserving fruit and vegetables. They can corn, tomatoes, berries and meats at the Fredericton and Sheffield factories. Probably 6,000 cases corn, 1000 of tomatoes, and 1000 of blueberries will be turned out this season. The corn and tomatoes are used in the local and western markets, the berries go to Boston and New York, the meats to England; "pork and beans" are also canned. Fifty hands are employed at Fredericton and 25 at Sheffield. Mr. Nutt, of Annapolis, N.S., also does a large business in canning beans and corn.

IN Tuesday's issue of the London Daily *Advertiser* is an account of the detection, by an auditor, of a defalcation by the teller of the London Loan Co., Charles Morley. That young man went to dinner as usual on the Saturday previous, and while gone the auditor began to look into his books. The result was a discovery that the amount of deposit cheques was \$2,000 in excess of deposit entries made. The delinquent had strong nerves, however, and after dinner stuck to his work till closing time; then he balanced his books and left the office, but not before he had got into his clutches \$500 more of the company's money. He was arrested we understand, with this \$500 on him, and is now in custody.

C. DONEY, who three years ago opened as a shoe dealer, in Ottawa, owes \$22,900, and is trying to induce creditors to write off nearly two-thirds of this amount. About a month ago, Mr. Doney secured one of his creditors by giving her a chattel mortgage for \$6,700, and she has taken possession. It is now understood that, if creditors will accept his offer, this creditor will furnish the money to pay them. Doney was steward on a river steamer, then clerk for a few months in a shoe store, but catered for the Senate and manufactured ginger ale, before starting in his present venture. As will be seen, his experience was very limited, and when it is considered that he had at one time, two branch stores running, there is no great room for wonderment at his present position. His assets are \$17,422.

CHARLES MALO, of West Farnham, was formerly a railway navvy, and started a small grocery in the spring of 1882. Being without experience or education his lack of success does not create surprise. He has assigned in trust.—Alex. Langlois, of St. Francois de la Beauce, who succeeded to his father's general store business in 1878, has come to grief, and assigned to H. A. Bedard, Quebec, where the bulk of his liabilities is due. He is by trade a tinsmith, and had been carrying on a branch store at the goldmines.—M. Timmons & Son, manufacturers of cider, ginger-ale &c. in Quebec, are in trouble and are offering a compromise.—Joseph A. Tellier, who commenced business in a very limited way about a year ago at St. Eugene de Grantham, has assigned. He began without capital and had latterly become involved in a lawsuit.

H. A. HARBACK & Co., liquor dealers, in Kingston, have failed a second time. Unfortunately Mr. H. was himself too good a customer for his own wares, and could not reasonably hope to succeed, therefore his failure will hardly surprise any one who knows the facts.—In London, Messrs. Sanborn & Co., dealers in teas, &c., are endeavouring to secure a reduction of 40 per cent. of their liabilities. At one time, Mr. S. was a member of the firm of Wilson & Sanborn, grocers, who failed.—A Newmarket brewer, R. A. Hope by name, appears to have been frightened by the Scott Act or something else, as he is reported to have left the country. Since then his plant, etc., have been seized by the landlord.—The Misses Forsyth, industrious young women in the same town, have fallen behind with their payments, and their stock has been seized to satisfy a judgment.

WHAT is termed by an English journal the largest iron sailing ship in the world was launched from Hamilton's shipbuilding yard at Port Glasgow on the Clyde the other day. She is an iron four masted full rigged sailing ship of the following dimensions: Length over all 340 ft.; breadth, 49 ft.; depth of hold, 25 ft. 8 in.; register tonnage, 3,173. Built under special survey, she is in many respects considerably in excess of Lloyd's requirements, having main and 'tween decks of iron fully laid fore and aft. Her principal mast and yards are made of steel. In an iron deckhouse forward is placed the galley and donkey boiler and engine, condenser, etc. The ship has a monkey forecabin and an iron house aft, covering the steering apparatus and wheel. She has four large cargo hatchways, besides ventilating hatches, and is square rigged on all four masts, has a full East India outfit, and is fitted with all the requirements of the Board of Trade.

THE Brantford Farm and Dairy Utensil Manufacturing Company, of Brantford, was incorporated in 1882, capital \$50,000, nearly all of which was paid up. It seems somewhat singular that