

THERE is a scheme afoot to solidify the "must" of California grapes and ship the solidified product to England. There is no duty on this raw material of wine, and unless the English tariff be changed there will be a great speculation in the project, so says the *Philadelphia Record*.

THE beginning made last season in commercial relations between Canada and Japan, is well brought out by the British Consul at Hyogo, in Japan. He states that there has gone either in sailing vessels from Hyogo, or in steamers thence to Yokohama for transshipment there into sailing vessels bound for Port Moody, tea to the amount of \$3,980,000 lbs., to the Pacific terminus of the Canada Pacific Railway, for transit by that line to the eastern parts of the Dominion, or to the United State.

HERE is rather a high-strung title for a concern that makes shirts:—Some fifty energetic young men in New York have united as the "Solidarity Co-operative Shirtmakers' Association." The members contribute from their earnings to buy materials and then divide the profits in proportion to the work each may have performed. Since starting they have not earned less than \$10 each a week. Their bright and energetic example, says the *Record*, is worthy of imitation elsewhere.

MODERN ingenuity has found various ways of producing imitations of the genuine maple sugar and accordingly, in the opinion of the *Shipping List*, the market will not lack supplies because the crop is a failure. The backwardness of Spring, or, perhaps more correctly, the stubbornness with which Winter weather continued, promises to result in a very light production of Maple Sugar this year. Vermont has thus far made very little new sugar, and the Eastern Townships of Quebec fare generally about as does Vermont.

MR. OTTO J. KLOTZ writes thus obligingly from Preston, to correct an error into which we fell by relying on a small-scale map which was not of the most recent date. "Being somewhat familiar with the geography of Alaska, allow me to correct your statement that the Yukon river discharges its waters into the Pacific in American territory, through the Stikkeen, of which it is an upper water. There is no connection between the two rivers. The Yukon discharges into Behring Sea, the Stikkeen into the Pacific, south of latitude 57°."

WM. LINKLATER, a tinsmith, in Bellville, who succeeded to his father's business in 1884, has not made headway and is now insolvent. —Prior to December, 1885, V. F. Diebel, a general store keeper at Desboro, was clerking. During his short experience in trade he has managed to create liabilities of \$3,700, which he would like to settle at 45 cents on the dollar. His assets amount to about \$3,000.—John Gray, of Duntroon, has been in the country store business for ten years, and always enjoyed good credit. It is a matter of surprise, therefore, to read of his assignment to E. R. C. Clarkson. The nominal assets, liable to considerable shrinkage, amount to \$6,000, and his liabilities to \$4,000.—Joseph Precore, a Hamilton grocer, did not wait to assign. He absconded.—A general dealer at Midland, D. McCoy, has failed. His trade was very limited and he does not owe much.—It is said of George Williams, a Sarnia dry goods dealer, that if he would keep steady, he has a good chance to succeed. But he evidently cannot, or at least will not, and to this cause is assigned his second failure within four years. In the same town Wm. Burgess, a furniture

dealer, has been closed up under power of a chattel mortgage. His local liabilities are rather numerous, and general creditors need not expect much.

It will doubtless prove of interest to the travelling public to learn that the Canadian Pacific Railway commenced on Monday last to run three express trains daily in each direction between Montreal and Quebec. East bound, the trains will leave Montreal at 8 a.m., 3.30 p.m. and 10 p.m., arriving at Quebec at 1 p.m., 10 p.m. and 6.30 a.m. West bound, the trains will leave Quebec at 9 a.m., 3.30 p.m. and 10 p.m., arriving at Montreal at 3.30 p.m., 9 p.m. and 6.30 a.m. The distance will be made in much shorter time than previously.

THE *Boston Budget* narrates the following recent conversation between a prospective purchaser and a salesman. The party desiring the goods asked to be shown what she required, and when this was done examined the article deliberately and carefully, and decided it was just exactly what she wanted. Then, turning to the salesman, she asked: "What did you say is the price per yard?" "Twenty-five cents," came the reply. "Why!" indignantly exclaimed the aroused customer, putting the goods from her with a gesture of contempt, "I don't want it, then. I want to pay 50 cents a yard," and she tossed her head in the air, inquiring, "Where can I get what I want?" One does not need to go so far as Boston to meet with this sort of snobbery.

As nearly as can be computed, the yield of honey in California for 1886 was 5,000,000. According to the *Country Merchant* the quality was, in the main, very choice, but brought decidedly low prices. Extracted of a superior grade sold early in the season at 3½ to 4½c. per pound. Choice comb brought 14c. and soon declined to 10c. for extra white, and 6 to 9c. for inferior. Upwards of 3,000 cases went by sea direct to England, 600 to France, and an aggregate of 1,300 cases was forwarded to Australia, China, Hawaiian Islands and British Columbia. Shipments, overland, for England, France and Germany were 2,000 additional cases. The apiarists do not expect more than half a crop for the coming season, which dates from the 1st June.

A READER of the MONETARY TIMES, whom we should be glad to hear from again, and by means of something larger than a postal card, writes as under from Acadia Mines: "I have often noticed your remarks anent the custom of forwarding cheques in payment of goods without including bank charges for collection, and thought they were very much to the point. Now, in the interest of the long-suffering retailer, I would like you to call attention to the practise of wholesale men writing upon both sides of an invoice. This is presumably to save postage, but when the retailer wishes to paste the said invoices into his invoice book he is very apt to indulge in considerable profanity."

NOTICE is given of the sale of the Woodside Sugar Refinery and all the property connected therewith. The sale is to take place on Tuesday the 28th of June, at the Merchants' Exchange in Halifax. The working capacity of the refinery is 500 tons of raw sugar per week. It is situated near the water's edge and as favorably located for the carrying on of the business as any refinery in Canada. Vessels of almost any tonnage can discharge at the refinery wharves and a branch line of the Intercolonial Railway runs into the sheds. This is a good opportunity for some of our Toronto capitalists to go into the business, for if sugar

refining can be done profitably in Canada, Halifax should occupy no second place. The Nova Scotia Sugar Refinery at Richmond is now in full operation and doing a large business.

L. D. PARENT, the cashier of the Hochelaga Bank, Montreal, is a defaulter to the extent of \$12,000. He gave promise of a successful career, but gambling and other fast tendencies brought about his ruin. The bank is understood to be fairly secured against loss in the matter.

At an auction sale of quilts in New York on Tuesday last, the entire stock of the Bates Manufacturing Company was disposed of. It consisted of 2,100 cases of quilts valued at half a million dollars. The bidding is said to have been spirited and satisfactory prices realized. In some instances the price obtained equalled the prevailing retail figure and the sale throughout indicated a firm market with a probable upward tendency.

THE President of the Maritime Bank of St. John, now in liquidation, Mr. Thomas McLellan, has been arrested by the liquidators to prevent his leaving for the land of the free. He was not charged with any criminal offence but had announced his determination to go to Boston while the liquidators wished him to remain to throw light on some transactions in which he had a hand. Mr. McLellan is now under restraint in his own house.

PROBABLY, this item will have most interest for druggists or for persons arithmetically disposed, but it will do no harm for business men to look at the figures, which are as surprising as some of the names are odd: Some one has thus figured up the ingredients of a ton of coal. Besides gas, a ton of gas coal will yield 1,500 pounds of coke, 20 gallons of ammonia water and 140 pounds of coal tar. Destructive distillation of the coal tar gives 69.6 pounds of pitch, 17 pounds of creosote, 14 pounds of heavy oils, 9.5 pounds of naphtha yellow, 6.3 pounds of naphthaline, 4.75 pounds of naphthol, 2.25 pounds of alizarine, 2.4 pounds of solvent naphtha, 1.5 pounds of phenol, 1.2 pounds of aurine, 1.1 pounds of aniline, 0.68 pound of toluidine, 0.46 pound of anthracene, and 0.9 pound of toluene.

—Hamilton's exports to the United States during May last were of the value of \$28,000 in round numbers. The principal items were:

Barley.....	Value \$8,232
Furniture.....	" 7,300
Malt.....	" 3,270
Wool.....	" 2,520
Horses.....	" 1,895
Lumber.....	" 1,075

INSURANCE NOTES.

Messrs. E. K. Dodds, J. Seagram, J. B. Carlile, J. Leys and T. Hodgson ask incorporation as the Canadian Horse Insurance Co'y. Their intention is to take contracts of insurance against loss or damage by accident or other cause of injury to horses, cattle, or live stock, in transportation by land or water, by fire or other casualty. The capital will be \$50,000.

The *Insurance World* insists that natural gas is perfectly safe when properly handled, whereupon the *Baltimore Underwriter* adds: So is gunpowder; so is dynamite; so is nitroglycerine; so are the fulminates; so is fire; so is the devil. It contends that so far as the underwriter is concerned, the whole petroleum family, from the Ritchie mineral all the way to natural gas, is nothing less than pandemonium let loose.