

THE residents of Nelson, B.C., are to be well supplied as to banking accommodation in the early spring. The Bank of British Columbia proposes to establish a branch in the beginning of 1892, and the Bank of Montreal have now a building well under way, in which they will shortly open a branch.

WE have been desired to correct some statements made in our issue of 27th ult., in a review of the pamphlets of the *Toronto Humane Society*. We now learn that the Humane Society has no P. O. box; that Mr. Kelso is not the secretary; and that all enquiries for circulars, papers, etc., should be made to 103 Bay St., the secretary's office.

WE are in receipt of two handsome pictures from the World's Fair offices, Chicago. One gives a general view of the extensive grounds and buildings; in the other is seen the proposed Machinery Hall. It is only those who are ignorant of what an American can do that will doubt the realization of so much beauty of design in architecture. Anyone well acquainted with the enterprise of our neighbors over the way, would not be a bit surprised to find even the deep blue Venetian sky in the picture actually canopied smoky Chicago in 1893.

BELOW we give a group of minor Montreal failures: Arthur Gagnon, a small dry goods man on Wellington street, has compromised liabilities of about \$1,600 at 37½ per cent.—Fahey & Cormack, hotel-keepers, are missing, and are reported to owe about \$1,600.—H. Stone, dealer in fancy goods and jewellery, is also wanted by his creditors. He began only last spring, and is supposed to owe several thousand dollars.—J. E. A. Loiseau, a grocer, established only since last May, has assigned, and owes \$1,785. The assignment papers were signed in jail, where Loiseau languishes, and is likely to spend his Christmas, under a charge of larceny.

LAST week's statement of east-bound shipments from Chicago shows that the railroads are doing a very heavy business as compared with the same period last year. The Chicago and Grand Trunk still shows a better record than its competitors. The total tonnage of all lines was 98,949 tons, against 80,796 tons for the corresponding period of 1890, a gain of 18,153 tons. The shipments were made up as follows: Flour, 6,668 tons; grain, 52,509 tons; mill-stuffs, 2,874 tons; cured meats, 7,406 tons; canned meats, 1,576 tons; bulk meats, 1,957 tons; lard, 5,323 tons; dressed beef, 9,511 tons; flaxseed, 3,316 tons; hides, 1,972 tons; lumber, 3,953 tons; miscellaneous, 1,884 tons.

Of the total shipments the Grand Trunk carried 15,742 tons, while its closest competitors were the Michigan Central, with 13,571 tons, and the Lake Shore with 13,375 tons.

AMONGST the last of the kind expressions received with remittances from subscribers are the following: Mr. A. G. Hunter, of Dundalk, writes: "I look upon your valuable paper as a true indicator and leader of the times." An old friend in Sarnia, Mr. J. F. Elliott, says: "THE MONETARY TIMES is a welcome visitor, and as I am one of its oldest subscribers here, the longer you are acquainted, I say, with it, the better you like it." A well known firm in Montreal, now in process of liquidation, closes a letter with this: "In taking leave of you we desire to say that we have very much appreciated your valuable paper during the years we have been privileged to read it."

AMONG the commercial landmarks of St. John is the firm of Daniel & Boyd, importers of dry goods. When the writer first visited St. John in 1865, and made the acquaintance (delightful then as now) of its principals, the house was even then an old one, and it was held in universal esteem. We now learn with interest that its style is this week changed to "Daniel & Boyd, Limited." Under the new arrangement, we are told, new blood is infused, and with more capital, ensures a more hearty co-operation of all engaged in the business. With the seniors at the head, all who know the firm will hope for its continued success, and the growth of a business which for over half a century has survived the storms of commerce.

IN a recent letter to the *London Times*, Mr. Nowlson Parham records the fact of the tour of the world having been made in 63 days. "I have," he says, "just received particulars of a letter having left Yokohama (Japan) by S. S. 'Empress of Japan' on August 19th last, bound for Vancouver, and thence by Canadian Pacific Railway and S. S. 'City of New York' to London, where the mail was delivered on the morning of September 9th. The letter left London on September 11th via Brindisi, and arrived in Yokohama on October 20th last. The present," he adds, "is a good example of the importance of the Canadian Pacific route to the far East, and it is only to be regretted that they only have a mail service every three to four weeks, against the weekly service via Brindisi, and Marseilles respectively, which occupies just about double as long to Japan."

IN an interesting reminiscent letter, written on Monday last from Windsor, Ont., Mr. J.

W. Blackadder, whose firm and symmetrical handwriting would make one think him still a man in middle life, says, "I was sorry to read in THE MONETARY TIMES an obituary of my old friend and fellow-passenger, Mr. John Kay, with whom I crossed the Atlantic on what was no doubt his first voyage. Well do I recollect him and that voyage. We had two Kays on board, and he was 'little Kay' (but only as respects stature), while the other was 'big Kay.' The voyage consumed a portion of the month of March, the whole of April, and extended to the 4th May. That was in 1844. The ship was the 'Caledonia,' Bryce Allan, commander, with — Crawford as mate. Forty-seven years ago, in the spring of '92! Who else of the party is alive? Mr. James P. Clark, late of Montreal and now of London, England, was also a passenger. He, at last accounts, was still 'in the flesh.'"

FIVE years ago W. E. Amsden started in the grocery line at Wallaceburg, with, it is claimed, a capital of \$3,000. His venture appears to have been a losing one from the start. He has assigned with liabilities of \$2,200, and nominal assets of \$3,400.—Scott & Cross, planing mill, Toronto, have found it necessary to consult creditors. They show some surplus over liabilities of \$12,000, but as real estate is not readily valuable just now, they will need some indulgence.—The assignments of the following persons are all of minor importance, and call for no special reference: J. I. S. Anderson, watchmaker; D. H. Cunningham, jeweller; Jas. Leighton, builder; Walker & LeDrew, builders; Allen & Brown, milliners, all of Toronto. Mrs. Abbie McNeil, hardware, Woodville; King & Wilson, furniture dealers, Owen Sound; Jas. Norris, carriage maker, Bowmanville; Levi Warner, furs, Hamilton; Wright Deavit, furniture, Stayner; L. J. Kelley & Co., boots and shoes, Yarmouth; N. S.; W. J. Mowatt, grocer, Chatham, N. B.; Jno. Fownes, saw mill, Egin, N. B.; T. D. Trueman, general store, Nauwigewauk, N. B., and Thos. Hull, tanner, Southampton, N. B.

The St. Louis Grocer says that the retail grocers, at their meeting Monday night, discussed the recent advance in price of crackers, and, as a counter offering, proposed to build a factory of their own. It is reported that some \$12,000 was pledged to start such a concern, and the venture would be made unless the Cracker Trust would act more in line with what the retailers thought was the correct thing. It was also decided not to make Christmas presents this year, and all grocers were asked to follow suit.

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