

ferior fish. When the fish are landed from the Bank schooners, they are put in pickle in these premises for ten days. When required for curing, the fish are taken from pickle, the surplus moisture pressed out and the fish partially sundried on flakes in the usual style. The Halifax climate is suitable for this; pickle renders the skin easy of removal, and it is taken off and all the principal bones removed. In this condition quantities of fish are packed and branded "English Summer-cured Codfish," and packed in 40 lb. boxes.

The imports of merchandise at Cobourg during last fiscal year were of the value of \$258,100, of which \$154,245 were dutiable and \$102,855 free. Machinery was imported to the value of \$17,595. Mr. Crossen also imported and bar iron to the value of \$25,480; while for lamps and springs for his first-class cars imported over \$18,000. Then amongst the free goods imported—raw material for our manufacturers—we find, says the *Star*, the following figures: Walnut Lumber, \$3,128; Pitch Pine, \$7,835; Mahogany, \$3,152; Tin, in blocks, &c., \$2,311. The Woolen mills at that point also have imported largely of machinery; and of free goods they have bought in dyestuffs to the amount of \$3,653. Imports of wool from Great Britain to the amount of \$15,869, and from the United States to \$52,167 were made.

The manufacturers of Michigan and Wisconsin are turning out an enormous cut of lumber this season, says the *North Western Lumberman*, costing "a dollar or two lower than the Michigan manufacturers can make it for, run it through the Chicago market and yards and lay it down west of the Mississippi. This will make it a hard year for Chicago trade to compete with Mississippi points." An estimate places the amount of standing pine beyond the headwaters of the Pike a tributary of the Menominee, in Wisconsin, at 1,500,000,000 feet. This pine is at present inaccessible to a driving stream, and must be reached by rail. The Wisconsin and Michigan Railroad will probably penetrate this district and bring out the logs for manufacture. It is quite as likely, however, says the *Bulletin*, that railroad mills will be built, and much of the product shipped west and northwest.

From Winnipeg and vicinity comes a list of business troubles which is unpleasantly large. The grocery stock of Messrs. Hodder & Sons, Winnipeg, amounting to \$9000 has been sold for 52 cents on the dollar.—A Toronto firm has placed the sheriff in possession of the stock of R. J. Butler, a jeweller in the same city. The effects which amount to \$2,300 are advertised for sale.—The career of Geo. Major in the boot and shoe line, was very brief. Commencing only last February, the landlord has in July seized his goods.—Carter & Smith, hotel-keepers, have assigned. They claim to have spent in improvements something like \$5,000 which the landlord promised to allow but he now, it appears, declines and as they are paying \$7,000 per annum for rent, and business being rather dull, they have thought it best to assign.—G. E. Madison, general storekeeper, Qu Appelle N. W. T. has also assigned. He shows liabilities of \$4,600 and assets \$6,100.—In Portage la Prairie, H. S. Patterson, dry goods, asks his creditors for an extension of time viz., 3, 6 & 9 months. He says that he cannot obtain sufficient bank accommodation to carry on business. His liabilities amount to about \$20,000 and assets \$50,000 composed of stock, book debts and real estate. He has found business very dull and collections hard to make.

The arrivals of sea-going vessels at the port of Montreal, up to July 5th were 175 sailing

vessels, and 141 steamers, representing a tonnage of 199,771 tons. For the same period last year the figures were 170 sailing vessels, and 101 steamers, with a tonnage of 163,627 tons.

We have been making some enquiries with reference to the circumstances described in a letter which appeared in our columns a few issues since, reflecting upon the Canada Pacific Railway for having charged excessive rates of freight on a car of Ontario machinery, between St. Vincent and Stonewall, Manitoba. The machinery, it appears, was bought in Ontario, to be delivered in Stonewall, but we understand, for some reason the goods were shipped first to Winnipeg and afterwards re-shipped to the buyer in Stonewall, when the account was settled, thus involving two local rates, one to Winnipeg from St. Vincent \$44 and the other, Winnipeg to Stonewall \$25, making in all \$69. Had the car been shipped direct from St. Vincent to Stonewall, the charge would only have been \$40. The discrepancy apparent in the greater relative charge for the shorter distance between Winnipeg and Stonewall is thus explained, we are told, by the C. P. R. Co. The rates in and out of Winnipeg, we learn, include cartage at four cents per hundred pounds, hence the difference between the Winnipeg rate of \$44 and the Stonewall rate of \$40 \$8 out of the \$44 was for cartage, and also \$8 out of the \$25 for the same service when being re-shipped to Stonewall.

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