

## Comparative statement of failures.

	Number.	Liabilities.
1884.....	1,327.....	\$19,191,306
1883.....	1,384.....	15,949,361
1882.....	787.....	8,587,057
1881.....	635.....	5,751,207
1880.....	907.....	7,988,077
1879.....	1,902.....	29,347,937
1878.....	1,697.....	23,908,677

## Failures by Provinces.

	Number	
	1883.	1884.
Ontario.....	567	608
Quebec.....	438	401
New Brunswick.....	48	73
Nova Scotia.....	89	140
Prince Edward Island.....	5	7
Newfoundland.....	5	19
Manitoba.....	232	79

## LIABILITIES.

Ontario.....	\$4,700,000	\$9,602,392
Quebec.....	6,400,000	4,766,180
New Brunswick.....	747,000	1,570,337
Nova Scotia.....	1,068,000	2,068,860
Prince Ed. Island.....	40,000	146,000
Newfoundland.....	48,000	251,536
Manitoba.....	2,869,000	766,001
Total.....	\$15,949,361	\$19,191,306

INTO THE NEW.—The New Year was ushered in, probably, nowhere more pleasantly than in the new and commodious premises recently finished for Messrs. John Lovell & Son, on St. Nicholas street, this city, on the site of the old establishment with its memories extending a considerable way into the last century. There are people in Montreal whose fronts show yet no trace of time who can remember when the windows of strait St. Nicholas street, and especially numbers 23 and 25, were shaded with silken curtains, behind which domestic quiet and happiness and innocent social pleasures were screened, but at no time of its existence was there a pleasanter gathering than that of last New Year's eve. The employees of the firm, comprising some hundreds of both sexes, at the suggestion of the foremen of the several departments, chose the occasion of the "At Home" to which they had all been invited, to present both members of the firm Messrs. John Lovell, and Robt. K. Lovell his son, with two very handsome black walnut desks from the establishment of Tees & Co. The address, which was worthy of the occasion, was read by the foreman of the men's composing department, Mr. Alex. Scarlett, and was as happily responded to by the veteran publisher and printer, Mr. John Lovell himself, who was visibly affected by this unexpected testimony of the good feeling which they all bore their employers;—many of them had grown up and even grey in the old establishment. Preparations having been made for dancing, the large assembly—among whom were many of our leading citizens, accompanied by their wives and daughters, in "all the bright omnipotence of dress"—adjourned to the spacious press-room into which the machines had not yet been removed, and the festivities so pleasantly begun were continued into an early hour of the first day of 1885. That all enjoyed the occasion goes without saying when Mr. and Mrs. John Lovell were host and hostess. That both may live to witness many anniversaries of the opening of the new establishment on St. Nicholas street and the pleasant house-warming of the occasion, is the wish of many all over the Dominion to whom the name of John Lovell as a publisher has become, as it were, a household word.

THE TORONTO TRAVELLERS.—The report placed before the Commercial Travellers' Association of Canada, at their recent annual meeting in Toronto, was highly satisfactory. The net result of the financial year showed a gain of \$13,560, the surplus now being \$94,700, while the net assets of the Permanent Reserve Fund were \$86,500. The membership increased 88 during the year, the total now being 2,202. At the beginning of 1884 the directors laid aside \$11,913.23 as the annual benefit allotment, and fixed the maximum mortuary benefit at \$1,000. The total payment from the annual benefit allotment was \$6,800, leaving an allotment surplus of \$9,555.25 on hand. At various times appeals had been made to the Board on behalf of members in distressed circumstances through illness for aid from the funds of the association, and it had been considered that a settled plan should be adopted whereby relief could be afforded promptly, the delay involved under the present circular system being obviously a great drawback. The directors, therefore, decided to recommend the formation of a "Sick Benefit Fund" to be established by each member, who might desire to do so, subscribing, say, \$2 annually. The directors, acting conjointly with the other associations, had endeavored during the year to obtain from the railway companies a restoration of the continuous passenger ticket, which they had reason to hope would soon be granted. All the statistics regarding the age and mortality of the members having been, as was the practice at the close of the year, laid before Mr. Wm. McCabe, F.I.A., manager of the North American Life Insurance Company, that gentleman examined them thoroughly, the result being that he felt warranted in recommending an increase of \$100 in the Mortuary Benefit. Acting upon this advice the directors had fixed the maximum Mortuary Benefit for 1885 at \$1,100.—The Sick Fund was established on the following basis: Every member the time he purchases his annual certificate may pay to the Secretary the sum of \$1 each year, and an additional dollar if required, and at no time shall this fund be less than \$500. Upon any member of the association having contributed his annual subscription to the fund, leaving it, he shall make application at once to the Secretary for participation in the benefits of the fund.—The evening banquet at the Rossin house was a brilliant and enjoyable affair, being characterized by the usual appropriate toasts, speeches and songs.

Now and then we see in the newspapers of the day acknowledgments of the payment of life insurance claims. These acknowledgments are either advertisements of the business promptitude of the companies concerned in the transactions, or expressions of the gratitude of the beneficiaries. But the cases which are thus circumstantially published bear an infinitely small proportion to those which are suppressed or unnoticed. If the receipts of all the payments made by our life companies in the course of a year were collected and published in book form, what a huge report they would make! If we divide the annual outgo—some thirty millions—into policies or payments averaging three thousand dollars each, we shall have ten thousand acknowledgments of payments made. If ten of these receipts were printed on a page, we should have a volume of one thousand pages. But if the formal receipts were accompanied by expressions of the satisfaction which such payments occasion, together with hints of the inconvenience, the want, or the destitution which they relieve, they would fill a dozen or a score of heavy octavos.—*Baltimore Underwriter.*

THE *Telegraph* publishes a list of new vessels registered at St. John during 1884. The new vessels number 33, and 5 old vessels have been added to the registry, making 38 in all, with a total tonnage of 11,712. As compared with the three previous years, the additional tonnage of new vessels is as follows:—

Year.	No. Vessels.	Tons.
1884.....	33	11,433
1883.....	60	21,114
1882.....	53	14,079
1881.....	43	13,229

There were 43 vessels lost this year, with an aggregate tonnage of 16,038, and this amount exceeds that of 1883 by 2,495 tons, represented by 8 vessels. The total now on the registry is 249,363 tons. The tonnage of the port for 15 years is as follows:

1870.....	214,814	1877.....	279,617
1871.....	226,727	1878.....	276,016
1872.....	246,485	1879.....	281,178
1873.....	247,237	1880.....	275,879
1874.....	263,410	1881.....	270,186
1875.....	270,762	1882.....	245,118
1876.....	280,073	1883.....	253,089
1884.....	249,363		

LUMBER.—The statistical situation in lumber at Chicago is reported by the *Northwestern Lumberman* as follows:—While the wholesale and retail trade is generally moderately supplied with stocks, the fact that there is more lumber piled at the mills must be taken into consideration. As has been said, the manufacturers have been allowed to carry the surplus—have been forced to carry it—the manufacturers themselves would doubtless view it. The cut of the Saginaw valley mills the past year was 964,455,984 feet, as compared to 961,781,164 in 1883. Of the amount cut this year, 458,000,000 is on dock, and 400,000,000 unsold, as compared to 376,037,000 feet on dock at the close of operations in 1883, of which 134,042,692 feet was sold. These figures are striking as showing that the Saginaw river mills have been run for "all there was in them" this season, and that the eastern and southern demand has absorbed lumber cautiously this year, in common with the whole country.

AT THE annual meeting of the Western Ontario Commercial Travellers' Association, held recently in London, a satisfactory report was presented. The membership is now 435, an increase of 21 during the year. There was shown to be a balance of assets over liabilities of \$6,300, notwithstanding the shortcomings of the late treasurer. The families of two members, recently deceased, had received \$800 and \$350 respectively from the association. A death claim of \$1,800 for accident and several for injuries had also been paid. The deceased member had paid during his six years' membership \$60 to the association. The loss by the late defalcation was \$3,356, of which \$1,000 was paid by the Guarantee Co., the amount of his bond. The following were elected as directors for London for 1885:—Messrs. S. Wilkins, J. A. Miller, W. S. Case, John Marr, R. L. Peddie, Jno. Dromgole, H. Gooding. The report was adopted. Mr. W. J. Reid was elected president.

FOLLOWING is a record of the shipping on the registry at Yarmouth, N.S., during 1884:

	No.	Tons.
Vessels registered Dec. 31, 1883.....	416	137,101
Struck off, lost or missing.....	19	8,410
Condemned and broken up.....	6	184
Sold to foreigners.....	9	3,380
Transferred to other ports.....	4	4,773
Total struck off during 1884.....	38	13,347
New Vessels added during 1884.....	21	9,408
Vessels now on registry.....	405	133,162
Decrease during 1884.....	11	3,039