BRITISH SHIPBUILDING.

The tonnage returns of vessels, other than warships, under construction in the United Kingdom for the past three months, are the highest ever recorded. At the close of September last, there were 477 vessels being built, with a gross tonnage of 1,414.120, an increase of twenty-five vessels and 210,112 tons gross-on the corresponding date of last year, and of 105,000 tons compared with the previous quarter. Of these, no less than 352 were for owners in the United King-dom, while twenty more, the next high-The tonnage returns of vessels, other dcm, while twenty more, the next high-est number, were for British colonics. The British shipbuilding industry is, as may be seen, very far from becoming ex-tinct, the country with the next highest record for ships under construction be-ing the United States with 64 vessels and a gross tonnage of 232.526.

PIG IRON PRODUCTION IN THE UNITED STATES.

The American Iron and Steel Asso-sociation report that the production of pig iron in the United States in the first half of the current year amounted to 7,674.613 tons (of 2,240 lbs.), as com-pared with 7,642,569 tons in the cor-responding six months of 1900, and 6,146,673 tons in the second half of that year. The total number of furnaces in blast on June 20th last was of a second year. The total number of furnaces in blast on June 30th last was 259, against 232 on December 31st, 1900, and 283 on June 30th, 1900, and the stocks of pig iron unsold in the hands of manufac-turers and their agents, which amo inted at the end of December last to 442,370 tons, had been reduced on June 30th to 372,-560 tons. It is added that present indica-tions point to a lessened production dur-ing the current six months, as compared with the first half of the year. with the first half of the year.

-A salesman, as a rule, is born, not made. One man can talk a customer into buying, and another man would simply talk the customer out of the room. The whole secret is in knowing your man, knowing your goods, and knowing when to talk. To be a successful salesman one must be a judge of human nature, and grasp at a glance the condition of the buyer at the moment, for some men will be free and easy one day, will allow will be free and easy one day, will allow the salesman to talk all he wants to, and permit familiarities that they will resent on another occasion.

MONTREAL MARKETS.

Montreal, Nov. 20th, 1901.

Ashes .- The shipments for this, the last week of direct ocean navigation, will hardly exceed 25 to 30 barrels, but the hardly exceed 25 to 30 barrels, but the entire stock in store has been exhaust-ed to about ten barrels. A habitant realized \$4.65 on a little lot of No. I pots of extra good tares, but a regular quotation would be probably from \$4.40 to \$4.50. Of pearls there is not a bar-rel held here at the moment, and a quo-tation of \$6.75 to \$7 is entirely nominal

tation of \$6.75 to \$7 is entirely nominal. Cements and Firebricks.—Some further Cements and Firebricks.—Some further moderate receipts, about the last of the season, are reported since last writing, including 1,800 barrels of English cement, a similar quantity of Belgian and Ger-man, and 19,000 firebricks. Prices are unchanged as long as any stock remains on the wharves, but winter quotations will probably be established next week.

will probably be established next week. Dairy Products.—Butter moved out quite freely last week, exports being shown at 16,859 packages, as against 5,207 packages for same week of 1900, and the total shipments for the season to date are 404,401 packages, being 155,000 packages ahead of the figures of 1900. Of cheese, 42,870 boxes were shipped last

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