

to move in earnest. Says the *Winnipeg Free Press* of the 23rd: Three trains will leave to-day for Montreal with over 1,000 head of cattle on board. The grass fed cattle are now ready for shipment, and as prices are good, many herds are being secured for the Old Country markets. Mr. Gordon said yesterday that 10,000 head had been sent east this month alone by his firm.

The *Liverpool Mercury* says: "The first shipment of dressed beef from Canada has just arrived in Liverpool in refrigerator chambers, subsidized by the Government of the Dominion of Canada, on the steamship 'Labrador.' It was consigned to Messrs. John and George Nickson & Co., Limited, of this city, who turned it over to Mr. William Simpson, of St. John's market. The beef in weight and quality was entirely suitable for the local Liverpool and provincial trade. This shipment of beef is the beginning of what will doubtless be for Liverpool a trade of quite as large a volume and as great a value as the trade which the city is now doing in Canadian cheese."

ABOUT DRY GOODS.

A number of Canadian dry goods merchants are now in the textile centres of Great Britain purchasing supplies. The following arrivals are noted in the English drapery papers of the 17th inst.: R. J. Tooke, Montreal; Mr. Cummings, Messrs. Cummings, Son & Co., Truro, N.S.; John McIntyre, Messrs. McIntyre, Son & Co., Montreal; Mr. Murphy, Montreal; Mr. Hart, Montreal; C. Cockshutt, Toronto; F. C. Kaizer, Halifax, N.S.; S. C. Lacroix, Mr. Z. Paquet, Quebec.

From the last circular of Bavier & Co., dated Yokohama, June 28, 1897, we take the following: "In the western provinces the product of the new crop is ascertained to be less than last season. These districts supply about 20 per cent. of Japan's total silk output, and are reported to be about 10 per cent. short of their last year's figure. On the other hand, the cocoons thus far completed in the northern districts are giving a very bountiful yield of thread. The turning point now rests with the great producing districts of Sinshiu, Oshiu, and allied provinces where the worms are at the most critical stage. Should these districts meet with no mishaps we may count on a crop at least equal to last season, and probably 10 per cent. more. Ten days must elapse before the final result is known.

According to the circular of the Irish Flax Supply Association for June, contrasting the imports of flax and tow in the month just ended with the average imports of the previous five years, shows an increase of 15.9 per cent. in quantity, and 9.5 per cent. in value. The shipment of linen piece goods, comparing June, 1897, with average of June in last five years, is increased 60.8 per cent. in the total, or 19,509,100 yards, against 14,912,040 yards, but taking the United States alone, the increase is 81.7 per cent., or 14,136,200 yards, against 7,778,280 yards, or, in other words, of the total quantity exported in June, 72.5 per cent. was sent to the United States, and 27.5 per cent. to all other ports. To Australasia the decrease is 8.3 per cent., to foreign West Indies, 79.3 per cent., and to British North America 11.8 per cent.

The *Draper's Record*, July 17th, contains the following: "What fools your counting-house men are on this side," said the buyer of a well known Canadian firm as he hastily descended the stairs of one of our big city houses six months ago, in company with the gentleman who looks after the export end of the business. "What have they been doing now?" said the latter. "Oh, only asked me for the figures of my firm's financial position," he replied. "I call it most insulting to an old-established firm such as ours; but, no matter, there are a score of London houses who will be glad to see me," and excitedly the buyer made his exit; while the expectant salesmen gathered round the export man to hear of the latest bungling of the counting-house. With a wise shake of the head many of these gentlemen afterwards retreated to their various departments, all of one mind, viz., that the counting-house had again destroyed good business. Six months elapse, and in the meantime business in Canada has not improved. Rumors are current that a wholesale house is on its last legs, and many people are inquiring the name of that house. The buyer, of course, is expected in the market, but, strange to relate, he does not appear. Then a cable arrives, and the same little group are to be found discussing the situation. But the verdict at which they arrive is dissimilar to that above mentioned. The salesmen form quite another opinion, and believe that, after all, the counting-house was not far out in its calculations. Such is the nature of a drama played within the last six months.

—The oldest bank manager in London, England, Mr. William Astle, who has been in the service of the London and Westminster Bank for fifty-six years, twenty-two of them as manager, retires from active management. He has been elected a member of the board of directors in place of the late Mr. Howard Potter. Further resignations of London bank managers is that of Mr. William Board, of the London and Counties Bank, and that of Mr. T. G. Robinson, manager of the National Provident Bank.

CLEARING-HOUSE FIGURES.

The following are the figures of the Canadian clearing houses for the week ended with Thursday, July 29th, 1897, compared with those of the previous week:

CLEARINGS.	July 29.	July 22.
Montreal	\$11,857,044	\$12,084,921
Toronto	6,686,952	7,462,613
Halifax	1,082,917	1,224,380
Winnipeg	1,291,626	1,339,930
Hamilton	481,234	559,036
St. John	764,046	693,929
	\$22,163,819	\$23,364,809

Aggregate balances this week, \$3,488,198; last week, \$3,707,826.

—If one studies the statistics of accidents some curious things appear. Bicycles are the cause of almost as many accidents as carriages and wagons, from which it might be argued possibly that there are already more bicycles in the world than there are wagons and carriages. On the other hand, out of several thousand accidents only ten or twelve per cent. were due to railways, which are usually deemed to be a more prolific cause. An American exchange cites a list of 4,000 given accidents, and says that 681 of these were caused by falling on the pavement, while 143 were from slipping down stairs, with 157 due to miscellaneous causes, making a total of 981. Accidents from riding in carriages and wagons are given at 421, which is closely followed by that new form of accident on the bicycle, coming up to 413. It is shown that 264 persons were cut with edged tools, while 195 suffered from the falling of heavy objects. Kicking horses were the cause of 134; nothing is said about mules. The whirring of intricate machinery, from which one would expect an immense number of accidents to occur, really has but a small percentage to its credit, being only 107. There were 72 eyes hurt, 69 fingers crushed, 55 people stepped on nails in their stockings; and, singular to relate, out of 4,000 accidents, only 43 were due to railroads. The list shows that the least number of accidents come to men who avoid artificial modes of locomotion.

—An American manufacturer, Mr. John W. Harrison, whose cast-iron pipe works are situated at Philadelphia, visited, while in England, some establishments of like character with his own. He was apprehensive that because in some degree a rival, his wish to visit the manufactories would not be gratified. But he made application, without any concealment, and was given the privilege in every case but one. In fact he was shown the greatest attention. Speaking of the manufacturers in Britain, he says: "I was, in truth, much taken with the open-handed, straightforward and honorable way in which business of all kinds is conducted in Britain. Everything is open and above board. A business man's word there is trusted, not regarded with suspicion. The same high degree of honor and personal responsibility obtains over there in the hundreds of business organizations having to do with prices and what not. The minimum for prices fixed by associations in the various branches of the iron trade, in glass, etc., has no lower depths. If an iron or pipe man tells his customer that he will give him the minimum price on a certain article, that customer does not go any further to look for a lower price."

—Changes in the staff of the Canadian Bank of Commerce are announced as under. By reason of the growing importance of the Chicago and North-West business, the bank has appointed a direct representative in Chicago, Mr. H. B. Walker, manager at Windsor, having been selected for the position of agent there. Mr. J. L. Harcourt, assistant manager at Montreal, has been appointed manager at Windsor and Walkerville branches, in room of Mr. Walker. Mr. G. H. Meldrum, assistant inspector, receives the appointment of assistant manager at Montreal, in room of Mr. Harcourt. Mr. M. Morris, manager at Seaforth, becomes assistant inspector, in room of Mr. Meldrum, and Mr. F. C. G. Minty, sub-manager at Walkerville, is appointed manager at Seaforth, in room of Mr. Morris.

—In answer to a correspondent in Peterboro', who asks for the fire loss of the United States and Canada for the half year ended with June last, we would say that it shows a marked diminution, being \$57,940,450, as compared with \$63,959,500 for the same period of 1895. The losses of the first half of 1894 were still greater, being \$66,597,600. The fire loss for June was very small, viz., \$5,084,450, which was \$700,000 less than in 1895, and \$2,100,000 less than 1894.