

or at least on a great many of them, it becomes a serious matter. To illustrate this we will give a case which came under our observation in an eastern market. In eastern markets tea is sold chiefly in bulk, so that unless the trader obtains the actual number of pounds purchased, he suffers the loss instead of the consumers, for the latter demand full weight. The case in mind was where one jobber in competition with another, sold a retail trader five half chests of tea at a price which excited the suspicion of the merchant who lost the sale. For his own and the protection of his customer, he determined to investigate the matter, and found that the tea was actually sold at a price considerably above that at which he had offered it. It was a clear case of short weight. The five half chests, of tea aggregated about 300 pounds gross, and being in "double chests" ought to have been tared eighteen pounds each, or total ninety pounds. Instead of this the tare allowed was fourteen pounds each, or seventy pounds, making a difference of twenty pounds of tea, which at 50c. a pound, the price at which it was sold, made a difference of \$10.00 on the sale. This is doubtless an extravagant case, but it serves to show how the profits of a retail business may be thrown away by carelessness in the matter of weights, and may enable some who have hitherto neglected this branch of their business to increase their yearly balance.

—It will be of interest to examine the lists of United States exports and to find what are sent thence to "the dusky continent." In the fiscal year 1880 no less than \$318,110 worth of agricultural implements and machinery was sent to British Africa; the same country paid \$136,698 for American carriages and carts; \$17,162 for Yankee clocks; and \$18,100 for railway cars, freight ones surely, for the British style of cooped-up passenger cars are in vogue there. Another item of American export thither is organs and melodeons, to the amount of \$31,187. To this official list may be added brooms and brushes, drugs, fancy articles, hats, india rubber goods, scales and balances, sewing machines, spirits of turpentine, starch and blacking. These are among the goods which a former resident tells us are purchased from United States makers either directly or through English houses. The following is from the *Boston Advertiser*: "The business of exporting American cotton goods, after languishing for a time, is taking a new start. Last week was the best week of the present year for the business, if not the most active week in the history of the country. The value of domestic cotton goods exported from New York was \$191,080. The largest shipment, of 1,683 bales, was to China, the value being \$50,836. With this exception, the distribution was in small quantities to various countries. Mexico and Central America each received small lots. There were shipments to four countries of South America, aggregating 700 pkgs. and \$48,000, and about \$40,000 worth went to British ports. There were also shipments to Canada, Cuba, Havti, Dutch, Danish and British West Indies and Germany. During the same week the exports from Boston were valued at \$208,097, of which more than 190,000 was in a single shipment to Africa. The combined exports from the two ports for the week were thus upwards of \$400,000.

—A good deal of dissatisfaction exists in various in various departments of trade with reference to the system of valuation adopted in

the custom houses. We have before us an invoice of goods shipped from Meriden, Conn., to Holt & Drew, Morrisburg. The value of the goods as shown by it was \$151.77. When they arrived at the custom house Mr. Drew presented the invoice to the Collector, who, it is stated, examined it and pronounced it all right. Knowing that the goods had been purchased at close prices, it was suggested by this member of the firm that the invoice be sent to the appraisers at Ottawa, the firm not wishing to have any misunderstanding arise hereafter, as was the case with a Montreal house a short time previously. As the Collector was going to Ottawa, he took the invoice thither with him, and the Government appraisers there ordered 27½ per cent. to be added to the value of the goods, together with a fine of 50 per cent. It is represented to us that the firm made no attempt to pass the goods without having them valued by the Customs and compared with the invoice. This being true, it would seem that they were badly treated owing to the want of knowledge on the part of the Collector. It ought to be possible to prevent occurrences of this kind, especially when no wrong doing is contemplated.

—The suit of *Ross vs WADE*, which was tried before Mr. Justice Galt at Cobourg on Monday last is of interest to insurance readers. It appears that Mr. Wade of Port Hope, the defendant, held some stock in the Canada Agricultural Insurance Company on which ten per cent. had been paid. About 1878, as defendant alleges, he exchanged this stock with Mr. E. H. Goff, the promoter of the company, for stock on which 25 per cent. was paid. A number of other persons, it appears, effected similar transfers of stock, and it is to test the validity of these that the present suit is brought, as a test case by Mr. P. S. Ross, the Trustee of the Canada Agricultural Insurance Company. The transaction, we are told, was entered upon the ledger of the company, and is recorded in a private journal of Mr. Goff, but the company's minute-book, in which, presumably, it would be noted, was not produced at the trial. The learned judge non-suited the plaintiff, the effect of which is to hold the transfer valid.

—A list has been printed by the Department of Customs, and sent to every collector in the Dominion, which is termed in the telegrams a "black list." It contains the names of all United States exporters who have at any time given invoices of goods under value, thereby enabling our Customs revenue to be defrauded. Collectors are directed by circular to pay particular attention to all entries of goods, machinery or merchandise made by such suspected parties. In this connection, we learn from the *Ottawa Citizen* that the sum of \$11,319.50 has been collected at the port of Clifton, extra duty on four amended entries of iron bridge material entered at that port by Clark, Reeves & Co., an American firm about whose methods we have already had something to say. The Department of Customs is evidently awake.

—A bill has been introduced in the New York State Assembly, says the *Shipping List*, to protect and preserve the Erie Canal, by lining its prism from Buffalo to West Troy with a coating of hydraulic cement, to be done during the season the canals are closed. The work to be done under the supervision of the Superintendent of Public Works, and the cost not to exceed \$10,000 per mile, to be paid after the whole canal debt is paid from its own legitimate earnings, and the final compensation to be dependent upon the will of a future Legislature, whether by amendment of the Constitution or otherwise provided by law.

—We acknowledge the receipt from the Ontario Treasury Department of a printed copy of the annual Statement of Permanent Building and Loan Societies in the Province of Ontario. It gives a *resume* of the business of forty-five companies, the united capital of which amounts to \$15,582,760. Time does not permit us to analyze the returns this week, but we shall do so in another issue.

—Mr. Shanly has given in his report as to the feasibility of a tunnel under the St. Lawrence between Montreal and Longueuil. Of two routes surveyed, one will cost \$3,800,000, the other \$4,100,000. The report is now in the hands of the Government and the parties concerned. As to the question whether it will pay, it is stated that there are nine roads interested in its being built, and that their united influence will ensure a very large traffic through it.

—Respecting Colonial Railways, the *London Economist* of April 2nd refers to the rise in their shares thus: "The rise here is not of much significance, except in Grand Trunk stocks, which have again been dealt in largely. Great Western of Canada are fractionally firmer on the week. Closing prices on that day were, Grand Trunk 22½ to 22½ which was a rise of 1½ on the week; ditto, third preference, 45½ to 45½, a rise of 2½; Great Western 15½ to 16, a rise of 5-16.

—The gross receipts in 1880 of the Canada Company were £61,374, against £58,292 in 1879. The rent received in 1879 was larger, and particularly the timber receipts, the contrast being £23,100 in 1879, against £20,867 in 1880; but the proceeds of land sold and conversions, &c., had been £43,748 in 1880, against £38,670 in 1879.

—The branch of the Molsons Bank at Millbrook has been closed and an agency established at Waterloo Ont.

—We learn that Mr James Lobbs has been appointed agent at this point for the Liverpool Underwriters Association.

—The Dominion Fire & Marine Insurance Company of Hamilton, has appointed Mr. John F. McCuaig, of this city, its Inspector.