

ABOUT eighty shares of the stock of the proposed boot and shoe factory in Bridgetown, N.S., have been sold, and there is now every reason for believing that the enterprise will be established.

It is reported that George Barrington, Sons & Co., trunk and valise manufacturers, Montreal, are again in trouble, and have consented to assign. The business is probably the oldest of its kind in the above-named city, and was once of prominent character, but over indulgence in real estate and building operations wrought disaster some few years ago, and since then the business has declined to very small proportions.

THE Metallic Monument Co., of Toronto, was organized and incorporated in May, 1896, with an authorized capital of \$45,000. Whatever was the reason, whether because people preferred granite and other stony substances for memorial purposes, or what, it appears too true that the metallic headstone business has been a failure and the company is in financial trouble. Recently, suits were instituted by creditors, judgments obtained, and now the bailiff is in possession.

QUITE an extensive Montreal dealer in builders' and cabinet makers' hardware, paints, etc., A. Pallascio, is before his creditors with a request for a general extension, being a duplication of a similar event two years ago. In his business proper, Mr. Pallascio has always done well, but he has shown a strong disposition to expand, and has been interested in a number of outside ventures. Of late he has carried on the ship-lining business of his late father, and has also assumed the extensive real

estate interests of his father's estate, which included the building of a hotel opposite the Grand Trunk depot. He has thus saddled himself with a heavy load of mortgage liabilities and interest, which has hampered him in his own business.

IN November, 1896, E. W. Cameron began business as a druggist in Brantford, but was burnt out in the following June, and gave up business. In October, 1897, he opened a similar store in Tilbury. His assets have, however, been mortgaged, and now we hear of his assignment.—Weaver & Co., grocers, left Elora and went to Mitchell about two months ago. Finding that the change was not a profitable one, they tried to dispose of their stock; failing to do so they have assigned.—About nine months ago, W. C. Griffith & Co., who had been thirteen years in the employ of W. A. Murray & Co., opened a dry goods store on Yonge street, Toronto. Mr. Griffith had but little capital, and his brother helped him. However, he found it uphill work, and now assigns.—J. W. Ferrier, baker, is trying to compromise with his creditors.

TO RENT

Two fine large Factories—good light; possession April 1, 1899. The Toronto Carpet Manufacturing Co., Limited.

\$4,000.00

An incorporated company having a profitable patent for which there is a large demand, is desirous of increasing its capital to the extent of \$4,000. Correspondence solicited. Address "Confidence," care of Monetary Times.

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Municipal Debentures bought and sold, also Government and Railway Bonds. Securities suitable for Investment by Trustees and Insurance Companies and or Deposit with the Government, always on hand.

GEO. A. STIMSON & CO.,

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Toronto, Ont.

A Change

for the better has been in view for some time, and is yet more so to many. Live managers are improving their facilities and getting their plant to a higher standard of efficiency, one point they pay particular attention to is—prevention of waste.

This is the time many overhaul their machinery and make needed alterations. Why not put in a steam saver NOW?

A poor steam trap wastes more steam and the equivalent in fuel in a month than would pay for a HEINTZ. The Heintz is a steam saving device—so simple and durable—lasts a lifetime. Booklet D tells you all about it.



THE JAMES MORRISON BRASS MFG. CO.

Limited,

Engineers' Specialties. TORONTO

THE BRITISH CANADIAN LOAN & INVESTMENT COMPANY, Limited.

DIVIDEND NO. 42

Notice is hereby given that a dividend at the rate of six per cent. per annum on the paid-up capital of the company for the half-year ending 31st December, 1898, has this day been declared, and the same will be payable on the Second day of January next.

The transfer books will be closed from the 22nd to the 31st proximo, both days inclusive.

By order of the Directors,

R. H. TOMLINSON, Managrr.
Toronto, 29th November, 1898

GRAND TRUNK RAILWAY SYSTEM

LEHIGH VALLEY RAILROAD

THE FAMOUS BLACK DIAMOND ROUTE

TO

Buffalo, Rochester, New York, Philadelphia, Baltimore, Washington

and all points in the South.

SCENERY SAFETY SPEED

Toronto, leave 9 a.m. daily (except Sunday); South Parkdale, leave 9.07 a.m.; Hamilton, 9.55 a.m.

Arrive Buffalo, 12 noon, connecting with the famous Black Diamond Express; arrive Philadelphia, 9.16 p.m.; New York, 9.53 p.m.

Through the Alleghenies by Daylight.
The Great Scenic Route of America.

Toronto and New York Express leaves Toronto 6 p.m. daily; Philadelphia, arrive 8.56 a.m.; New York 9.08 a.m.

Through Pullman sleeper, Toronto to New York, and Buffalo to Philadelphia.

Tickets, Pullman berths and all information, 1 King street west, corner Yonge, Union Station and South Parkdale.

J. W. Ryder, C. P. and T. A., Toronto.

M. C. DICKSON, D.P.A., Toronto

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