

The Leading Wholesale Trade of Toronto.

**THOMSON and BURNS,**

IMPORTERS OF

*Shelf & Heavy Hardware,*

Crockery, China, Glassware,

AND DEALERS IN

*Canadian and American Manufactures*

OF

HARDWARE AND AGRICULTURAL  
IMPLEMENTS,

10 &amp; 12 Front Street West, Toronto.

**GRAY, RENNIE & Co.,**

25 Front Street West, Toronto.

SPRING 1875.

Our Stock of

**GENT'S FURNISHINGS,  
HABERDASHERY,  
CORSETS & SKIRTS,**Is worthy of the personal inspection of Every Buyer in  
the Market.**GRAY, RENNIE & CO**

H. ZIVY & SON opened a wholesale warehouse in Toronto a few weeks ago. The firm represented that they had arranged with the Bank of Commerce for a line of credit to the extent of 10,000 or \$12,000, and that they were a branch of the firm of Zivy & Son of Frankford, Maine. Upon these representations they obtained goods from several houses which were immediately disposed of; some of them before their arrival, and the proceeds pocketed. They also circulated a report among their friends that they had been suddenly summoned to attend the funeral of a near relative, and since that time had not returned.

It is reported that the business of the Commercial Agency of Murray, Middlemiss & Co. has been transferred to Messrs. McKillop & Co. If this is true, we hope the new firm have made arrangements to redeem the promises made by the old one. No doubt the old concern intended doing what was right with their patrons; but latterly were unable to accomplish all that was expected of them.

We believe that the reported retirement of Mr. Hague from the Cashiership of the Bank of Toronto is correct. The resignation will not, however, take effect until about the close of the present year. It is said that though retiring from the onerous duties of cashier of a large banking institution, it is not Mr. Hague's intention entirely to sever his connection with the financial and business world. This would be a matter of regret to many who have long been benefitted by his large information and experience in banking matters. It is rumoured that Mr. Coulson, now manager in Montreal, and who has a high reputation there, will succeed to the position of cashier, and we trust, that under his management, the bank may continue to retain the eminent position it has long enjoyed.

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**WALKER, EVANS & Co.,**Manufacturers, Importers and Whole-  
sale Dealers in**BOOTS AND SHOES,**

No. 15 PHOENIX BLOCK,

**FRONT STREET WEST,****TORONTO.****P. G. CLOSE & CO.,**

WHOLESALE

**G R O C E R S,**  
**TORONTO.**

59, 61 and 63 Front St. East,

A MEETING of the creditors of Mr. A. M. Morrison, grocer, of Ottawa, was called in March last, at which was exhibited a satisfactory statement showing that the estate was worth 15 shillings in the £. He subsequently offered 10 shillings secured; but some of creditors were not satisfied with this offer and he was compelled to make an assignment. On Monday last the creditors met for the appointment of an assignee; when he presented them with the following statement: Stock, \$3,364.82; book debts, \$3,703.61; fixtures, \$400.00;—Liabilities, \$12,965.80; Deficiency, \$5,497.37. Having been in business ten months, he ran through about \$549 per month, and sold goods on credit to the extent of \$3,703.61; whilst his stock in trade was only \$3,364.82. No better evidence is required to show the reckless manner in which goods are too frequently disposed of. Although this man commenced business with little or no capital, he had no difficulty in obtaining credit to the amount above shown. We are glad to learn that it is the intention of the creditors to probe this matter, and see what became of the goods, and how the loss reported was made.

THE navigation of that important strait, the river Detroit, has for many years been impeded by a sunken rock at the "lime kilns," about two miles from its junction with Lake Erie. In former days this was not of so much consequence when vessels and cargoes were smaller than today, but the number of groundings, collisions, and other accidents arising from efforts to avoid it, narrow as the channel is just there, has impelled the steamer and vessel owners of a number of lake ports to prepare a memorial to the Canadian Government, asking that an estimate of the cost of removing the rock be made. For this purpose two civil engineers are to be appointed, one by our government,

The Leading Wholesale Trade of Toronto.

**1875. SPRING. 1875.**

We have received and opened out

**369 PACKAGES**

OF

**SPRING GOODS.**Our Stock is very well assorted. Inspection invited  
TERMS LIBERAL.**THOMAS WALLS & CO.****39 FRONT STREET WEST.****DOBBIE & CARRIE'S**

STOCK FOR THE SPRING

WILL BE FOUND

**LARGE, WELL ASSORTED,**

ATTRACTIVE, AND UNSURPASSED IN VALUE

**DOBBIE & CARRIE,****9 FRONT STREET WEST****TORONTO.**

the other by American vessel owners. Next, that a committee of four be chosen (by the same parties,) whose duty it shall be to pronounce upon the share of the expense to be paid by each. That the decision of such four persons shall be accepted, and operations at once thereafter begun to remove the obstructions under the supervision of engineers appointed by the Governor-General in Council.

THE report of the National Bureau of Statistics shows that during the past year only about one-twelfth in value of iron rails, for railway purposes, as compared with the previous year, were imported into the United States during the year 1873. The value of steel rails imported for the same period was over two million dollars less than in 1873. The London Times concludes that this diminution of exports is chiefly owing the decline in railway construction; while the London Mining Journal is forced to the conclusion that the growth of American manufactures is the great cause of the reduction in American exports.

FROM 1860 to 1874 there were built in New York and Brooklyn, seventy two steamers of from 1,000 to 3,400 tons each. At present some of the yards are closed. There are but a few ships on the stocks, and there are many hundreds of ship-carpenters out of work. Of the many reasons assigned for this decline, a likely one appears to be that the business was at one time overdone, and the re-action has not yet been recovered from. It is predicted, however, by a good authority, that "the present depression will not last much longer, as ships must be built, and must be used for the trade of the country."

It is possible that there may be some connection between the fact of the recent rejection by the Canadian Senate of Lord Carnarvan's