

The Leading Wholesale Trade of Toronto.

NO. 9 FRONT STREET WEST.**DOBBIE & CARRIE**

Keep their

STOCK CONSTANTLY ASSORTED

By fresh arrivals of

EUROPEAN,*American and Home Productions.*

Orders by mail promptly and carefully filled.

DOBBIE & CARRIE,

Importers of

*British and Foreign Dry Goods.***M. STAUNTON**

Begg respectfully to inform his customers that in consequence of

The Late Fire,

His office in connection with his

WHOLESALE DEPARTMENT

is at present over

Retail Warerooms,*Corner of King and Yonge Streets,*

and that he will rebuild the factory without delay.

reply that merchants and manufacturers are not obliged to credit unless they please, I grant that, but if they want to do business they must follow the custom or shut up shop. To stop drunkenness—stop the whiskey, &c. You cannot have a sober community and plenty of hotels at the same time. You may preach till you are hoarse, but it is of no use. I know for a fact, that many bankruptcies have been caused by getting and giving too much credit. Many a man who goes into business, does so with a firm determination of being honest, but after a while he gets a little behind, borrows from everybody, stratagems of various kinds are resorted to, sometimes in the shape of forgery, absconding, &c., &c. He is too honest to steal and ashamed to beg. I know of no other plan to make business "cash" than to abolish the forcible collection of debts, by giving 12 or 18 months notice to all concerned. The collection of debts has been a great nuisance from time immemorial, and will be as long as people are able to make entries in their books. It would prevent many a man from going into business who is getting too lazy to work on his farm or at his trade. It would save fees to Division Court clerks, bailiffs, lawyers, pettifoggers, bummers, &c., &c. Would prevent a great deal of hard feeling and false swearing. It would enable many a poor storekeeper in the country to sleep sound at nights when he has a note to meet—he could count his money and not his book debts for the approaching day. Credit has induced many an honest man to ruin himself and get himself the name of a villain. "No credit" will keep many from a debtors doom and from the drunkard's grave. I would exempt debts to doctors, preachers, importers, and those who buy at wholesale to sell again at wholesale. Lawyers can look out for themselves. My language may be rather abrupt but I feel what I say for I speak from a little experience. I know in several cases that if the bad debts could be collected the amount would be wonderful to contemplate.

A COUNTRY MERCHANT.

The Leading Wholesale Trade of Toronto.

SESSIONS, TURNER & COOPER

MANUFACTURERS, IMPORTERS AND WHOLESALE

DEALERS IN

Boots and Shoes,

FRONT STREET WEST,

Toronto, Ontario.JNO. TURNER,
177.

JAS. COOPER.

J. C. SMITH.

Leading Wholesale Trade of Ottawa.

MAGEE & RUSSELL,

IMPORTERS OF

DRY GOODS,**OTTAWA,***Are now receiving their AUTUMN STOCK*

Assortment will be complete early in August.

Ottawa, July 22nd, 1872.

RIGHTS OF UNDERWRITERS AGAINST CARRIERS.—It is a conceded principle of law that the underwriter in a policy of marine insurance, who has paid a loss, is entitled to recover what he has paid the carrier who caused the loss; and in *Hail against the Nashville, etc., Railroad Co.*, 13 Wall, the supreme court of the United States has held that this doctrine is applicable to a case of fire insurance on land; or, in other words, that where goods are lost in the hands of a carrier, the insurer of them who pays to the assured the amount of the policy, may recover in the name of the assured the amount of the carrier; and this, even though the carrier was guilty of no actual fault or negligence. This right does not depend at all upon the privity of contract, but is worked out through familiar principles of equity. As between the insurer and carrier, in such case, the liability to the owner is primarily upon the carrier, while the liability of the insurer is only secondary. The insurer stands to the owner practically in the position of a surety, and, when he has indemnified the owner for loss, he is entitled to be subrogated to all the means of indemnity which the owner had against the party primarily liable. There is one point that should be particularly noted, however, that the underwriter cannot maintain the action in his own name. It depends upon the doctrine of subrogation, and the action must be in the name of the assured.

PHILIPSBURG, FARNHAM & YAMASKA RAILWAY.—The surveyors have completed the survey of the proposed line. The total length of the road from Missisquoi Bay, Philipsburg, to the St. Lawrence, opposite Three Rivers, is 101 miles. The track will run through a fertile agricultural and, generally speaking, level country, and it is estimated that this road can be built and equipped for about \$10,000 a mile upon the narrow gauge (three feet) system, or a total cost of \$1,000,000. It is believed by the directors that no insuperable difficulties lie in the way of procuring that amount.

MISSISSIPPI AND DOMINION STEAMSHIP CO.—The prospectus is issued of the Mississippi and Dominion Steamship Company, (Limited) trading between Liverpool, New Orleans, and Liverpool and Quebec, Montreal, and Liverpool and Portland. Capital—£500,000, in 25,000 shares of £20 each, fully paid up, with power to increase. The Liverpool and Mississippi Steamship Company commenced operations less than three years ago by contracting for the building of one steamer. They have since built five other steamers of increased size. Having in the spring of the present year been urged to extend the operations of the Company to the Quebec and Montreal trade, it was determined to send the steamers there under the name of the "Dominion Line." A private subscription list was opened, and a large sum was subscribed, with the object of adding more steamers to the Company's fleet, on the understanding that the constitution of the Company would be altered from a Private Ownership to a Public Limited Company; consequently there has been formed—"The Mississippi and Dominion Steamship Company, Limited," which was registered on the 29th of August 1872. This Company takes over at a valuation the six steamships:—St. Louis, Memphis, Mississippi, Vicksburg, Belgian and Texas. The two fields of enterprise presented to this Company are of very wide extent, and steadily expanding year by year. A recent authoritative statement asserts that the produce transported on the Mississippi River and its affluents is double that of the entire coastwise trade of the United States. As respects Canada, the impetus given by the confederation of all the provinces under the Dominion Government will be felt more and more. Arrangements have been made with the Government of the Dominion of Canada for the conveyance of a large number of emigrants, selected by their agents on the Continent, Great Britain, and Ireland.—*London Shipping Gazette Oct. 9.*

NEW BRIDGE ACROSS THE ST. LAWRENCE.—Measures are in progress for the construction of a bridge across the St. Lawrence from St. Cecile de Valleyfield to some point on the opposite side between Coteau Landing and Coteau du Lac. An act for this purpose was obtained by a company at the last session of the Dominion Parliament, and the bridge will connect a railway in course of construction between Ottawa and the Coteau with the network of railways in the State of New York.

TORONTO, GREY & BRUCE RAILWAY.—Traffic for month ending Oct. 31st was as follows:—

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|-----------------------------------|-------------|
| Passengers..... | \$5,574 72 |
| Freight and live stock..... | 10,786 05 |
| | \$16,360 78 |
| Corresponding month in 1871 | 7,519 00 |
| Increase..... | \$8,841 78 |

CHATHAM BRANCH RAILWAY.—The *Gleaner* says:—The survey on this work is now commenced, and in a short time we will know the cost and location of the line. This course has been taken in consideration of the assurances given that the Local Government will give the usual subsidy to the line, and it being also understood that the Dominion Government will assist by giving the rails and rolling stock.

—The Intercolonial Railway will be opened for traffic between the cities of Halifax and St. John on the 4th of November, the rails being already laid the entire distance.

—Messrs. B. H. Collins, William Pryor, P. C. Hill, W. M. Harrington, John Stairs, Thomas Bayne and Robie Uniacke have been elected directors of the Halifax Banking Company.