

THE LEADING WHOLESALE TRADE OF
TORONTO.Canada Confectionary and Biscuit
Works.**William Hesson,**
WHOLESALE CONFECTIONER
AND
BISCUIT MANUFACTURER.

OFFICES AND FACTORY:

No. 7 FRONT STREET,
TORONTO.**R. H. GRAY & CO.,**

THE LEADING HOUSE IN TORONTO FOR

PAPER GOODS, all kinds.

GENTS' FURNISHINGS.

TAILORS' TRIMMINGS.

KNITTED WOOL GOODS.

CORSETS AND UNDER-SKIRTS.

HABERDASHERY, and

GENERAL SMALL WARES,

Also the leading Manufactory in Ontario for all kinds of

HOOP-SKIRTS.

Warehouse—43 YONGE STREET.

Robert McPhail,

IMPORTER OF

ENGLISH, FRENCH AND GERMAN

FANCY GOODS,

STATIONER, SCHOOL BOOK PUBLISHER

and Blank Book Manufacturer.

8 FRONT STREET, TORONTO.

of New Hamburg, and Alex. McCready, of Har-
riston, have been added to the list of insolvents
for 1870, which would now make a respectable
show for the year, if grouped together and com-
pared with the aggregate of those who may be
legitimately called traders.

THE production of the Pennsylvania oil wells
for October was 624,902 barrels, or 20,129 barrels
per day, as compared with 13,071 in October,
1869. The stock on hand Nov. 1st was 576,014
barrels, showing an increase of 102,000 barrels
over September last, and being the largest stock
held at any one time since September, 1867.

THE prevalence of typhoid fever is a subject of
very general complaint. In Toronto there have
been an unusually large number of cases. Other
places are not more exempt from the malady. A
gentleman, writing from Thivstock, says that this
fever is raging there, and that no business is be-
ing done, as the country people, through fear,
avoid the place, causing considerable injury to
the trade of the village.

THE wholesale boot and shoe trade must lately
have been very profitable at this point, as we
hear of no less than three new projected firms.
A wholesome competition has a healthy influence,

THE LEADING WHOLESALE TRADE OF
TORONTO.

Notice.

THE undersigned beg to notify the Trade, that they
have been appointed Agents for the City of Toronto,
and points East, for the sale of Messrs. DOW & CO.'S
Celebrated Ales and Porter. All orders will receive prompt
attention.

CRAMP, TORRANCES & Co.For sale, in store and to arrive:—
TEAS,

COFFEES,

SUGARS,

and NEW CROP (1870) FRUITS.

TEAS—Hyson, Young Hyson, Gunpowder, Imperial,
Natural Leaf Japan, Oolong, Souchong, and Congou.COFFEES—Old Government Java, Maracaibo, Laguayra
and Rio.SUGARS—Tierces and barrels Scotch Refined. Barrels
Bright Porto Rico.

Also, now landing, 25 cases German Cigars,

CRAMP, TORRANCES & CO.,

10 Wellington St. East.

11-ly

THOMAS GRIFFITH & C.,

WHOLESALE GROCERS,

WINE AND

SPIRIT MERCHANTS,

37 AND 39 FRONT STREET,

TORONTO, ONTARIO.

13-ly

but if this line of business is overdone, failures
will be the result, as in any other trade. Those
who are now doing a paying retail business, should
hesitate before giving up a certainty for what may
prove a bubble.

IT IS WELL known that ships can be built in
St. John at a little more than half the cost of
similar vessels in the United States. Quite re-
cently an enterprising American ship-master has
had completed at St. John a fine clipper bark,
intended for the China trade, which will compare
favorably with vessels of her class built in the
United States. Now that a beginning has been
made, we expect to see more Dominion spruce
decked with Federal canvass—the Japanese laws
of the States to the contrary notwithstanding.

A BILL has been introduced into the Quebec
Legislature, having for its object the introduction
and establishment of manufactories into the Pro-
vince, with a view of promoting the emigration
of workingmen. This object the bill aims to
promote, by authorizing all municipalities to ex-
empt from taxation any manufactory or manufac-
turing firm or corporation, for a period not to ex-
ceed thirty years. This kind of legislation is open
to very grave objections. To exempt a manufac-
tory or any other property from taxation is the
same thing as compelling the ratepayers to give it
a bonus; and very few, if any, of those who will
vote for such a law, would go the length of giving
a bonus to any establishment direct. The prin-
ciple and effect are the same; but the latter mode
has this to recommend it, that it is the more
honest and ought therefore to be preferred.

THE Northern Transportation Co., whose sus-
pension was announced last week, has asked for
an extension of time. A proposition has been
made to the creditors that the liabilities be spread
over three years, with permission to issue bonds.
If these conditions are assented to, the company
will continue business. In 1868, the N. T. Co.
had 14 steamers, to which were added six new
boats in 1869, so that 20 steamers in all were run
that year, the total value of which is put at \$970,-
000; the company also had real estate, said to be
worth \$233,000, and \$100,000 in cash. There
was an increase in the amount of freight carried
in 1869 over 1868 of 40 per cent., and in passen-
gers of 25 per cent. Owing chiefly to the keen
rivalry of railways, it is alleged that a great deal
of the traffic was carried at a positive loss. If
this is the real cause of the suspension, the fact
tends to strengthen the growing conviction, that
railways are bound to supersede vessels on these
inland waters, both for the transport of passengers
and freight.

A ST. JOHN, N.B., correspondent states that
during the last week of September and the first
two weeks of October, no less than 20,000 barrels
of flour were purchased for that city in the Ameri-
can markets. This is on account of the advance
in freight per Grand Trunk which always occurs
at this period of the year. Were it not for the
high rates of freight now charged, most, if not
all, of this flour would have been purchased in
Ontario. The writer then proceeds to lay the
blame of this loss of trade to our millers and
dealers to the account of the Grand Trunk. We
cannot see that any one is, properly, at fault.
These purchases must have arisen from an excep-
tional state of the markets; such a state of
things will soon rectify itself. If the Grand
Trunk find that they are losing trade by their
higher rates, they will, acting with reference to the
interests of the Company, reduce them to the
point that will attract business. Ontario millers
also, if they cannot sell their flour at the rates
now demanded, will be compelled by competition
to reduce their prices. The unrestricted opera-
tion of the fundamental laws that govern trade
will set all such matters right.

—A St. Catherine's Paper says that the Mer-
chant's Bank of Montreal has commenced an
action in Montreal against the Welland Railway
Company to recover the value of a cargo of grain
assigned to that institution, and which the Rail-
way Company undertook to deliver to the Montreal
Transportation Company at Kingston. Part of
the cargo was so delivered according to the agree-
ment; but the balance (valued at about \$18,000)
was sent, contrary to the original Bill of Lading,
to Montreal in the Railway Company's Propeller
"Dalhousie," and there delivered to a bankrupt
firm without the knowledge or consent of the
Merchant's Bank or the M. T. Co. As a prelimi-
nary step to securing the claim, the President and
Solicitor of the Bank had the Propeller "Dalhousie"
seized a few days since at Montreal, where she is
now under the control of a Sheriff's officer. The
transaction all round is a peculiar one, and
the legal proceedings will be watched by those
interested in the forwarding business.