

FALL SEASON, 1896

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## Mercantile Summary.

B. W. JONES, a small trader at Port Steele, has assigned.

MR. E. R. C. CLARKSON has been appointed receiver in the matter of Guinane Bros., extensive retail boot and shoe dealers in this city. For some time past their relations were not cordial. One of the firm applied to the courts for a dissolution, and an accounting of the business. It is difficult to say how this will turn out. Last year they claimed a nominal surplus of \$53,000, but it was composed of considerable real estate.

FROM Halifax, N.S., we learn of the assignment of Wm. Cunningham, dealing in clothing and dry goods. Liabilities are stated at about \$8,000, with assets consisting of stock of about \$10,000 and book debts of \$2,000. He was unsuccessful once before some years ago. — J. & H. W. Mackintosh, a firm of builders in same city, have suspended and assigned. They owe about \$10,000, principally to relatives; assets in property, stock, etc., \$9,500.

LATELY, W. T. Haney, grocer, was burnt out at Shelburne; in the insurance he was allowed \$1,500 and salvage. It was supposed that he would then be able to pay his creditors in full. However, he has been sued and the insurance money garnisheed. Now creditors are surprised to hear of his assignment to his uncle.

—Jonas Graves, Tilsonburg, on behalf of his brother, C. S. Graves, who is now reported away, makes creditors an offer of 65 cents, cash. This they decline to accept, as they consider that there was sufficient to pay in full. The affair will probably end in an assignment.

L. A. TRUSSELL, for several years engaged in the implement business at Ayer's Flats, Que., and who recently also went into a general store business, was sued and capiased by a Montreal creditor some few days ago. The capias was afterwards withdrawn, and at a meeting of creditors an offer of 25 cents, cash, was submitted, and generally agreed to. Some hitch has apparently developed, as a demand of assignment is now reported. The liabilities are put at \$7,000 to \$8,000. — Henri St. Germain, a doctor and druggist of St. Hyacinthe, Que., is reported embarrassed, and to be seeking an extension on liabilities of about \$5,000.

ON Monday last the annual meeting of the Niagara Central Railway Company was held at St. Catharines, when the annual statement was presented. It shows earnings up to the 30th June, 1896, \$25,654.39; disbursements, \$25,648.62. Balance in treasurer's hands, \$5.77. The meeting was a stormy one. A great deal of wrangling took place, and hard names were indulged in. Capt. Neelon stated that he had put over \$200,000 in the road and demanded fair play. He wanted a new board of directors and an honest one. The old board, however, was re-elected, viz.: Dr. Oille, Capt. Neelon, Capt. Larkin, J. N. King, W. W. Greenwood, John Shields and J. S. Campbell. Dr. Oille was again elected president.

AFTER having carried on a tailoring business about forty years in Delhi, John Hubbard assigns. He never had a surplus in business. — Another tailoring concern in Hamilton, Loosley & Loosley, which did a nice trade for a number of years, are in difficulty and have assigned to E. R. C. Clarkson. — In Hepworth, D. O. Campbell opened a general store in 1887. Two years later he assigned and settled with his creditors at 75 per cent. A year ago the business was transferred to his son, C. P. Campbell. Last July the latter sold the business to his uncle. Now we hear of the assignment of C. P. & D. O. Campbell. — Mrs. E.

French has carried on in London a fruit and confectionery business for some years under the management of her husband. She now assigns. Her liabilities are \$5,500, and assets nominally \$2,500. — Another confectioner, Mrs. Alice Roedding, Tilsonburg, writes her creditors that she is unable to meet her payments. She is taking stock and will call a meeting of creditors. Her liabilities will be about \$1,000.

THE most important country failure in Quebec Province for some time is that of N. G. Pelletier, Fraserville, who has carried on a large business in saw and planing mill, furniture factory, carding and fulling mill. He also did a general contracting business, and up to some few years ago carried on a general store as well. He has been largely locked up in real estate, and has shown considerable strain in his finances for quite a time. The privileged claims are \$3,500, mortgages and other secured claims \$55,000, general liabilities about \$30,000, divided among some 150 creditors, and largely local. The nominal assets are fixed at about \$97,500. A judicial abandonment of the estate has been made.

FOR nearly three years there has been a contention in the patent office, Washington, between W. S. Scudder and Ottmar Mergenthaler as to the priority of invention in line-casting machinery, or type-setting machines. On this question the commissioner of patents closes a long opinion and decides as follows: "I find not only that Scudder conceived the invention as an organized product of the intellect as early as May, 1890, but that he proceeded thence, under all the circumstances of the case, with reasonable diligence to the construction of his complicated, costly, but entirely successful second machine in October, 1892, and therefore priority of invention is awarded to Scudder, and the decision of the examiners in chief is reversed." If we understand the decision, it would seem that Mr. Scudder comes out ahead on all the points under dispute.

ON Saturday last Mr. John R. Booth, the well known lumberman of Ottawa, entertained about one hundred Senators and members of the House of Commons to a dinner and a run out to the end of the track of the Ottawa, Arnprior and Parry Sound Railway. The party left Ottawa at 8 a.m., and did not get back until after midnight. The train consisted of two official cars, two Pullmans, with a New York Central dining car and smoker. The party went to Potter Lake in the middle of Algonquin Park, eighty miles from Parry Sound. On the return home, after dark, Mr. John Charlton, M.P., took the chair, and in his opening remarks said: "This railway is destined to play a most important part in the business history of the country. It reaches one of the best and most accessible ports on the Great Lakes, as you will understand when I tell you that any vessel which can pass through the 'Soo' Canal can come safely to the terminus of this road; and, further, that a vessel which can only take a two-thirds cargo through such channels as the St. Clair River, can come safely with a full load to the harbor of Parry Sound, or rather the island of Parry Sound, which is to be the terminus of the line." Speaking of its great possibilities as an eastern line in connection with the Canada Atlantic Railway, Mr. Charlton said it was undoubtedly the shortest route from the west to Boston and New York. A number of other prominent speakers followed. Sir Henri Joly, in proposing a vote of thanks, said that Mr. Booth has achieved for Canada this splendid service. He has provided an outlet for the products of