

MRS. JNO. VELIE, of Drayton, bought a stock of boots and shoes worth about \$1,000 in March, 1890. Latterly the business appears to have been done in the name of her husband, against whom an assignment is registered. When R. G. Wright, a dealer in hardware at Napanee, compromised with creditors two years ago at 40 cents cash, he was compelled to give a chattel mortgage to secure the lender of the money. Even since then other chattel mortgages have been given at intervals, and these, with some judgments, have resulted in another failure.

No more competent or trustworthy officer ever served the Toronto Board of Trade in that capacity than Mr. Joseph Harris, who for nearly twenty years has filled the office of Government Grain Inspector here. He was an acknowledged authority on all questions relating to grain standards. Mr. Harris has forwarded his resignation to the Government authorities at Ottawa, and will take up his residence in Winnipeg, where he is about to engage in the grain commission business on his own account. He is followed to his new residence by many good wishes.

RIVARD & SAUCIER, a small firm of Montreal grocers, who started business barely a year ago, have been obliged to assign. Liabilities small and altogether local. Jules Goudron, hardware dealer, Montreal, reported as failed a couple of weeks ago, is offering a compromise of 30 cents on the dollar. A demand of assignment has been made upon J. A. Cloran & Co., a small grocery concern of comparatively recent establishment. V. Nicol, who has been doing a small hat and fur business in Quebec, has been obliged to assign; liabilities small and altogether local.

Mr. W. A. MURRAY, whose death took place a few days ago, was one of the best known merchants of Toronto. It is thirty-six years since he joined the late G. B. Wylie in the dry goods business in this city, and on the death of that gentleman Mr. Murray continued the extensive retail concern with which, of late years, Mr. John Drynan and Mr. Murray's sons have been connected. For many years the deceased gentleman has made annual or semi-annual trips to the markets of Europe, and he was one of the most robust followers of the bounds in this neighborhood. A serious illness which befell him some months ago was too much for even the waters of Carlsbad to cure, and Mr. Murray passed away at the great age of 77.

The new Allan liner, "Numidian," arrived at Quebec last week on her first voyage out,

and proved herself a very steady seaboat. She brought 68 cabin, 101 intermediate, and 281 steerage passengers, 450 persons in all. This vessel has the name of being "a great carrier," that is, she will contain a great load of freight or of cattle. She has every accommodation for carrying animals with safety and comfort. She has only one funnel, and is brigan-tine rigged. The "Numidian" is lighted throughout with the electric light, and heated by steam. The saloon, staterooms, &c., are well ventilated, plainly but neatly furnished. The portions of the vessel set apart for intermediate and steerage passengers are also roomy and well ventilated. She is supplied with all the latest and most improved appliances for the speedy handling of cargo.

The new steel Dominion Line steamer, the "Labrador," built by Harland & Wolff, Belfast, made her trial trip last month, which resulted very satisfactorily. A description of the steamer appeared in the *Liverpool Journal of Commerce*. She has eight watertight bulkheads, and her dimensions are: Length, 400; breadth, 47, and depth, 32 feet. Tonnage, 4,700 gross, and 2,998 net register; dead-weight capacity, 5,700 tons. She has a double bottom throughout containing water ballast, and also fresh water supply for cattle. Her rig is four pole masts. Protection against fire is provided by steam pipes connecting with each separate compartment, by which steam can be turned into any part for extinguishing fire. The refrigerating machinery is Haslam's cold dry air system, with chambers capable of condensing a large quantity of dressed beef. The "Labrador" will be classed on the Admiralty List as a transport, being admirably adapted for troops and cavalry. The steerage passenger decks are very lofty. In the cattle decks every provision is made in accordance with the new regulations of the British Board of Agriculture and the Canadian Government for the safe carriage and comfort of the animals.

Two Berlin concerns, J. E. McGarvin & Co., and the Ontario Shoe Co., are in financial deep water. Each respectively dealt in leather trunks and shoes, and each, it appears, without that margin of profit which goes to make up success. The first named succeeded to the business of the Berlin Trunk Factory in 1889, but in April, 1890, Mr. McGarvin retired, leaving the affairs to R. Craine and D. A. McDonald, who have now suspended payment. The other company referred to took over the business of the Brown-Whiting Shoe Co. last February, having, it is said, a paid-up capital

of \$27,000. We learn that more than 50 per cent. of this amount is held by a local creditor of the Brown-Whiting Co., and he, it is presumed, put his claim in as stock in the new concern. A proposition has been made to wind up the affairs. General creditors will, it is thought, be paid in full, but it is doubtful if the shareholders will fare as well. It was remarked in our hearing by one referring to this case, that there is no money in the shoe manufacturing business, except it be to those who thoroughly understand it, leaving the inference that the management of the Ontario Shoe Company was somewhat handicapped in this respect.

#### THE BELL TELEPHONE COMPANY'S FACTORY.

It is possibly among the "things not generally known" that the Bell Telephone Company is a large manufacturer of telephone and other electric apparatus, and that it has in Montreal a most complete and modern factory for the purpose, employing some 400 hands. Besides telephones, transmitters, batteries, wrapped wire, &c., it makes to order or has in stock various sizes of electro-mechanical gongs, tappers, bells, and tower strikers for fire alarms. The company manufactures fire alarm telegraph apparatus of all descriptions, and is prepared to furnish estimates to cities, towns and villages for the construction of fire alarm systems—for sale or lease. We are told that its fire alarm apparatus is in successful operation in Montreal, Lachine, Cornwall, Gananoque, Napanee, Stratford, and other places in Canada.

It has in the current Industrial Fair at Toronto (annex building) a very interesting display of the ingenious electrical machinery employed for giving fire alarms. The "Magnet system" is a modification of the ordinary method, and by this, we understand, outlying districts of a town can have fire alarms rung by telephone, a fact deserving the consideration of municipalities. A further feature meriting attention is the warehouse telephones produced by this company. By means of these, the different flats of a warehouse, parts of a factory, rooms of a bank, can be connected from the central room or office. Carsley, the Montreal dry goods man, has 38 telephones in his extensive premises, thus connected; and they have been placed, too, in the hospital.

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