

Leading Wholesale Trade of Montreal.

1875 **CANADA FUR & HAT COMPANY,** 1875*Established 1832.***Furs, Felt Hats, Gloves, Buffalo Robes, &c.,**

Every Department complete. New Styles in

MEN'S, WOMEN'S AND CHILDREN'S FUR CAPS,**MUFFS, COLLARS, BOAS, COATS, JACKETS, &c.****SCOTCH & CLOTH CAPS,**

Embracing all the New Styles.

GLOVES OF EVERY DESCRIPTION.**Men's and Boys' Felt Hats. Latest Fashions.****BUFFALO ROBES,***A LARGE COLLECTION.***GREENE & SONS,****517, 519, 521 & 523 ST. PAUL STREET, MONTREAL.**

Prices Low.—Terms Liberal.

American manufacturers are not satisfied with sacrificing their goods in this market; latest accounts from England say that Mr. T. Garnett told the Bradford Chamber of Commerce on the 26th ult., that a merchant engaged in the cotton trade was in the habit of buying American cotton goods as he could get them cheaper than those manufactured in Lancashire. Mr. Carbutt remarked at the same meeting that it was not surprising cheap cotton goods could be shipped from America, seeing that many companies in Lancashire were earning a profit of 40 to 50 per cent. So says the *New York Tribune*.

W. H. Thomson was formerly a peripatetic merchant in and around the pleasant town of Perth, where he managed to save a few hundred dollars, which tempted him into fields where he was not quite so well known and the inhabitants less suspicious. He wended his way to the village of Compton where he bought out the stock and goodwill of a Mr. Gauthier. When the early spring of this year began to dawn, Mr. Thomson might be seen in the streets of Montreal, dressed as though he had stepped out of a tailor's fashion-plate, and with eye-"glawse" fixed, interviewing some merchants, from whom he succeeded in obtaining considerable credit. All went well for some time, and the new man was so trusted that his name was in request by people of fair credit in Compton to endorse their notes. A short time since the man who sold out to him began to be suspicious, and, managed to get back about \$400 worth of goods, which a certain carter says he was employed to take over to Sherbrooke. The following letter

which was received by a Montreal creditor a few days ago, will explain itself:

WHITE RIVER JUNCTION, Nov. 3rd, 1870.

DEAR SIRS,—It is with much regret that I have to inform you that I have left Canada, through inability to meet my liabilities. I trust my creditors will not blame me too severely, as it was the only way I could save what capital I put into the business, and I did not take a dollar more than I did put in. As I have the interest of the creditors at heart, I have sent information to Messrs. — how to get at some payments made, which ought not to be.

Yours truly,

W. H. THOMSON.

We may add, as conclusion to this unique production, that Mr. Gauthier has filed his claim against the estate without any reference whatever to the goods said to have been retired to Sherbrooke.

The creditors of Laurin, Webster & McMartin, manufacturers of shoes, have granted a compromise of 8 shillings and ninepence in the pound, with security, to Messrs. Webster & McMartin, who will continue the business.

The Intercolonial Railway was opened for traffic from Moncton to Campbelltown on the 9th inst.

Daniel Desmond of Toronto has left for parts unknown, leaving his landlord and several other sorry creditors behind him.

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Ogilvy & Co.

IMPORTERS OF

DRY GOODS

CORNER OF

St. Peter and St. Paul Streets

MONTREAL.

—O—

Fall Stock completed 20th Aug., 1875.

In an English exchange we find the following: "Our readers will do well to profit by this hint given in a recent issue of *The Stationer*:—All trade organs should devote a few words to this subject just at present. It has been stated that a new American fraud is in progress. Some millions of counterfeit notes of the Bank of England are to be taken to New York and put in circulation through a banker in that city. Respecting the 'paper,' the counterfeits are exactly the same as the genuine material, and, as the eyes of experts will thus be of no avail, the scheme of issuing notes abroad is ingenious, since the chief, and perhaps only, mode of detecting the spurious notes would be by a comparison of the figures with the Bank of England lists."

A NEW PROPELLER.—The *New Haven Palladium* says that a mechanic in that city has invented a new method of propelling boats, by which he can obtain a speed of five miles an hour without any "wash" from the propeller. The boat has two keels parallel to each other, and between them an air-tight box, built in the bottom of the boat, into which air is forced by means of a small steam engine. The compressed air is conveyed to the top of the water under the boat, and allowed to escape on the surface of the water, the resistance it meets being relied upon for the propulsion of the boat. The two keels are intended to keep the compressed air from being distributed over too great a surface. The *Palladium* says that several satisfactory trips have been made in the boat (probably without load), and that the invention can probably be used to advantage on canals.