

The stock, business and good-will of the St. Croix Suspender Co., at St. Stephen, N. B., has been purchased by Mr. S. F. Nesbitt.

The Grand Trunk Railway has acquired control of the Montreal & Sorel R.R., and with it the charter of the Great Eastern, by means of which it was intended to continue the line to Levis. They have also purchased a large tract of land at the mouth of the Richelieu, where there is a good depth of water; and it is their intention to build wharves and establish a coal depot there for their Eastern section. The facilities for shipping being good, it is not at all improbable that the shipping of cattle at Montreal may be done away with, and transferred to this point. The town of Sorel, which has of late years shown no signs of material growth, will probably now become a place of more importance, being as it will be the terminus of this branch of the G. T. R., as well as the terminus of the northern division of the South-Eastern.

Much has been said, in the newspapers of the lake cities, about the "blocking of the traffic of the Great Western Railway" by the seizure of their ferry steamer *Michigan* on Detroit River, and other property of the road the other day. As a matter of fact the blockade was not of great moment, for other boats were procurable. The circumstances which led to the seizure were that an unsettled account of the Great Western and Detroit & Milwaukee roads due to an American Car Company, in which certain Detroit and Canadian gentlemen, irreverently termed by a Detroit journal the "Big Six," were proprietors, was pressed to judgment, and it was deemed essential to seize certain property of the Railway to cover the account before the amalgamation with the Grand Trunk was consummated. Security was procurable, however, and the business of the road goes on. The amount in dispute is something like \$160,000.

The firm of William Bull & Co., has been doing quite an extensive business in the Niagara District; Bull & Ross being the style at the branches. Having three stores, one each at Thorold, Merriton and Welland, as well as one at Port Colborne, which they sold last winter, it need not be surprising that their liabilities are in the vicinity of \$75,000, and although they figured up a round surplus on paper at a recent date, it can hardly be doubted that the estate will not pay 100 cents in the dollar. A few years ago the firm obtained an extension of time, which, we believe, was duly observed. They generally carried heavy stocks, and had the name of locking up too much of their means in real estate. Hence they fell behind in payments, and within the last few weeks several local and Toronto creditors obtained judgments against them. After much persuasion, they were induced, on Tuesday last, to make an assignment, which they did to Mr. E. R. C. Clarkson of this city.

The boiler of another farm engine having burst, this time in the county of Essex, at Gosfield, with the result that a promising young man was killed, the Ontario Government sent Mr. G. C. Robb, chief engineer of the Boiler Inspection and Insurance Co., to investigate and report. We have seen Mr. Robb's report, which gives it as his opinion that there was plenty of water in the boiler when it exploded, that the statement made that only 55 lbs. of steam was being carried was probably true, and that the cause of the explosion was the faulty crown sheet, which was "barely $\frac{1}{2}$ inch thick, of very poor quality, much laminated and brittle," and insufficiently stayed. The boiler, it seems, was built in London some years ago, but having been found weak in the crown sheet and sent to a Chatham firm to repair, that firm

returned it to the owner, Mr. Lyons, of Tilbury, who repaired and verbally guaranteed a first-class job. What kind of a "first-class job" this was that cost Frederick Lyons his life, may be inferred from the conclusion of the official report. "Whoever was responsible for the repairs made and the putting in of the crown sheet must have been utterly ignorant of the proper methods of doing such work or was grossly careless, or else committed deliberate fraud."

"We are what we eat," it has been said, and, perhaps, still more what we drink, and when weather is hot and we can take little exercise, care in eating and drinking becomes in the case of many, of the very utmost importance in order to avoid that miserable depression of spirits which, culminating in hopeless dependency, leads some to suicide.

The Halifax *Chronicle* grows thus enthusiastic about gold mining in Nova Scotia: "Montague, only seven miles from Halifax, shows as brilliant a record as California in its palmiest days in proportion to the number of men employed and days' work done. From Strawberry Hill mine at Tangier over \$100,000 has been taken. At Salmon River, Mt. Uniacke, Lunenburg, Chezzetook and Oldham, thousands of dollars worth of gold has been poured into the laps of the patient miners."

There is a combination among tan-bark dealers in Maine and the Eastern Townships, if the Boston *Advertiser* is correct. That journal says that the Canadian bark dealers are masters of the situation. "Some bark has just been sold as high as \$15 per cord, a great advance. In the spring, and even in June, it was at \$10 to 10.50. A month ago the price was \$13 per cord. Holders of bark hold strong views as to the future. They claim that during the past sixteen months tanners have used 50,000 cords of bark more than there will be for them to consume in the next sixteen months.

In Congleton, Eng. there is a poor demand for all classes of goods, and the turnover of actual business has been of very little account.



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