

The Leading Wholesale Trade of Toronto.

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IMPORTERS OF

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**GENT'S FURNISHINGS,**

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**General Small Wares,**

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**GRAY, RENNIE & Co.,**

THE Convention of Lumbermen referred to in our columns last week assembled in the City Hall Ottawa, on Wednesday last the following representatives were present, viz: The Hon. James Skead, Hon. J. Hamilton; Messrs. John Rochester, M. P. Perley, Little, Montreal; Batson, Ottawa; A. H. Campbell, Peterboro; E. A. Smith, Toronto; Robt. Skead, O. Layton, F. E. Lord, Crandall & Co., Hull; Irwin, Irwin & Boyd, Port Hope; E. B. Eddy, Hull; J. R. Bourget, Ottawa; John Ludgate, Peterboro; Alex. Smith, Ottawa; Wm. Stubbs, Ottawa; Thos. Cole, Jno. A. Cameron & Co., Thurso; W. C. Edwards & Co., Rockland; G. L. Pardee, Ross Brothers, Buckingham; W. McLymont, New Edinburgh; J. Henderson, McLaren & Co., Ottawa; Alex. Fraser, Westneath; W. B. McAllister, Eardly; Capt. Young, Ottawa; W. McDougall, Smith & Co., Fenelon Falls; C. W. Bangs, Ottawa; A. H. Baldwin, D & L Curtis, Bringham; D. W. Musgrove, Bringham; Jas McLaren, Bringham; Ed. McGillivray, Peter McLaren, R. W. Cruice, Ottawa; Gill & Bros., Braeside; W. R. Thisle, Aylmer; M. E. Elliot Allan Fraser, Fitzroy; Wm. Little, New York; John Coghlan, Allumette Island; Walter Finlay, Westmeath; W. A. Washburn, Hull; Wm. Hilliard, Hilliard and Dickson, McLaughlan & Bros, Arnprior; John Thompson Litchfield; S. & J. B. Dickson, Pembroke; W. Coughland, Ottawa; Issac Moore, Ottawa; Walter Smith, Onslow; M. Mather, Gilmore & Co., Ottawa; Geo. Stubbs, Gatineau; — Bronson, — Perley, Ottawa.

Hon. John Hamilton was appointed Chairman, and Mr. W. C. Lord, Secretary.

The Hon. James Skead said he thought the time had come when the interests of the Canadian lumber trade demanded that lumbermen

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**MACNAB & MARSH,**

IMPORTERS OF

*SHELF AND HEAVY***HARDWARE,**

British, French, German, American and Canadian manufacture.

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JOHN MACNAB.

T. HERBERT MARSH

**P. G. CLOSE & CO.,**

WHOLESALE

**GROCERS,**

TORONTO.

59, 61 and 63 Front St. East,

should form an association. In moving a resolution to that effect, he said the lumber yards were crowded with lumber, their ponds with logs, and their pockets were emptied of money.

Mr. Little of Montreal, in seconding the resolution, read an exhaustive paper on the lumber trade of Canada and the United States.

On the motion of Mr. B. Batson, seconded by Mr. Jas. McLaren, a Committee was appointed to draft a constitution and appoint provisional officers for the proposed Association, and the meeting adjourned until ten o'clock, Thursday.

**OIL MATTERS IN PETROLIA.**

(From our own Correspondent.)

PETROLIA, July 22, 1874.

Mr. Lancy the owner of the Crescent property (being lot 10, 10 con. Enniskillen) has just struck a large well which started off at the rate of 250 brls., per day. This well is situated on the end of said lot, and near Durham Creek territory. This strike has caused quite an excitement here, and it is probable that a number of wells may go down around it. No change in the Crude market and Refiners doing nothing, the production about the same with no increase in shipments. Business generally very flat, and the prospect of the fall trade anything but encouraging. Crude 90c to \$1 per brl.

PETROLIA, July 27, 1874.

The fair rate of the well lately struck by Lancy here cannot be ascertained for a certainty yet, but there is no doubt it is a very good strike the productions does not much exceed previous reports, and shipments continues about the same. Messrs. Englehart & Co., Linden and Waterman besides others have a very large capital invested in refineries, and they propose in the event of the supply of crude failing to turn their works into bonded working refineries, they getting American crude making it into oil, and shipping it back into the States in bond for export. There is nothing new to report, business as usual dull. Crude 90c to \$1.

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1874.

MARCH.

1874.

**THOMAS WALLS & Co.****SPRING STOCK NOW COMPLETE**

IN EVERY DEPARTMENT,

**STAPLES, WOOLLENS, HABERDASHERY**

To our old patrons we would say that we never before have had so handsome and complete a stock for their inspection. To those with whom we have had no previous dealings, we extend a hearty invitation to call and examine what we have to offer them.

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**THOMAS WALLS & CO.****38 YONGE STREET.****DOBBIE & CARRIE****9 FRONT STREET WEST.**

Stock kept Constantly Assorted

BY

**FRESH ARRIVALS**

OF

**NEW GOODS.****DOBBIE & CARRIE.**

TORONTO.

MIDLAND RAILWAY OF CANADA.—Statement of Traffic Receipts for the week ending July 14th 1874: Passengers, \$4,175.44; Freight \$6,625.47 Mail and Express, \$240.08; Total, \$11,040.99. Week ending July 14th 1873, \$9,268.56; Total Traffic to date, \$159,861.12; Year previous \$163,140.08; Decrease, \$3,278.96.

—The Board of Underwriters of Chicago threaten to write no more politics unless the city will comply with the following:— 1. The Fire Department must be completely reorganized and stripped of political connections. 2. Fire limits must be extended to include the whole city, and no frame buildings allowed to stand within them. 3. The city must have a force of sappers and miners. 4. Water supply must be at once increased. 5. Mansard roofs, except when made fire-proof, must be prohibited. 6. Lumber yards must be gradually removed to more remote localities. 7. The city must put floating engines on river and lake.

—The New York Tribune of the 20th inst., says that an improvement in Canada Southern bonds based upon a report that the Chicago and Canada Southern Railway, which is a continuation of the Canada Southern to the Great Western grain mart, is soon to be completed. It is believed that there is a basis of fact for the report that measures have been consummated for the completion of this important trunk line. As we have said, this is a continuation of the Canada Southern, and connects with it at Amherstburg, on the Detroit River, 229 miles from Buffalo, extending west to Chicago, 250 miles, making, when completed, almost an air line from Buffalo to Chicago of 479 miles, or 61 miles shorter than that of the Lake Shore and Michigan Southern. The company have already completed and in operation 70 miles, leaving only 180 to be built to complete the main line to Chicago. It is the intention to build a branch line 35 miles to Toledo, making a total road of 285 miles, at an estimated cost (before the panic) of \$14,000,000. The Canada Southern, which is completed, equipped and in full operation, has a main line 229 miles and branches of 95 miles, making a total of 324 miles, at a cost of \$17,-