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Wool to Manufacturers at most advantageous figures.**We sell to the Wholesale Trade only.**

— Mr. J. D. Wells, manager of the Globe Mutual Life Insurance Company in this city, writes as follows: "I notice in your last issue reference is made to the Globe Mutual Life Insurance Company as likely to withdraw from the Dominion. I beg to say that the Company have no such intention, and that your information is wholly incorrect. On the contrary the Company are determined to actively push this business in Canada. I trust you will in next issue contradict this statement, which otherwise is calculated to do the Company much injury."

— Notwithstanding the efforts, for a long time successful, to prevent the sale of the stock of the Levis and Kennebec Railway, belonging to the insolvent estate of Larochelle & Scott, contractors, Quebec, consisting of 88,826 shares, which gives control of the road, the Assignee, by order of the Superior Court, offered the stock last Monday by auction, when it was bought by Mr. W. G. Wyatt, one of the English bondholders, at a lump sum of \$15,100. The stock was originally worth \$10 per share. This puts an end to Mr. Senecal's speculation.

— Messrs. Belding, Paul & Company of this city, manufacturers of silk threads, have decided to add to their already extensive business that of weaving broad silk fabrics, and on a scale that cannot fail to make it an important addition to our manufacturing industries. As we announced two years ago, the firm have had this step in contemplation for some time. Meantime the partners in the Corriveau factory in Sydenham street are having some sort of disagreement, and matters are not running as smoothly as the nature of the article would suggest. Messrs. Belding, Paul & Co. have removed to enlarged and commodious premises on St. George street.

— Jas. S. Milne, general storekeeper, Ellenogowan, Ont., has been served with a writ of attachment. Liabilities \$1,700; assets nominally the same. C. Maxwell, butter dealer, Chesley, Ont., has also been attached. Milne & Maxwell some time last fall bought a bankrupt estate, Milne buying the stock and Maxwell the book debts. They endorsed each other's notes for the purchase, and Maxwell being served with a writ has brought Milne to grief also. The assets of Maxwell consist chiefly of the said book debts and a horse and buggy, and the prospect for creditors is not very bright. Some of the above circumstances were referred to in our issue of the 14th February last, when referring to the Cordeck estate.

— The Propellor *Quebec*, of the North-West Transportation Company, which arrived at Sarnia last Monday, being the first boat from Duluth this season, had on board eleven thousand bushels of Manitoba wheat, six hundred barrels of flour, 22 tons of silver ore from Silver Islet and about fifty passengers. She reports, says an exchange, heavy ice on the way up, and was the first boat to get through. The water is very low on Lake Superior and the Sault River, and boats find it hard to get through the river in consequence. Business at Prince Arthur's Landing is active, and trains leave regularly. At Silver Islet work is going on actively at the mines.

— At the recent meeting of the directors of the Michigan Central Railway Co., in Detroit, the progressive fall in rates during the past fourteen years was shown by the following yearly average (in cents and hundreds) of earnings per ton per mile on freight:

1865.....	3.06	1872.....	1.56
1866.....	2.60	1873.....	1.56
1867.....	2.49	1874.....	1.30
1868.....	2.45	1875.....	1.16
1869.....	1.09	1876.....	1.03
1870.....	1.98	1877.....	.98
1871.....	1.61	1878.....	.85

As low as the rates were in 1877, their maintenance during 1878 would have added nearly \$750,000 to the net result—and, even then, the

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service would have been performed for less than five-ninths the rates received in 1873; less than one-half of those received in 1870, and less than one-third of those in 1866.

— One of our St. John, N.B., correspondents sent us information some ten days ago that Mr. John McGourty of that city, contractor, had left the city for parts unknown, adding the particulars we stated last week. An impression that he had absconded must have prevailed in the city, as our correspondent is in a position to know, and is always very careful to avoid sending us information not thoroughly reliable. A subscriber sends us the following:

St. John, N.B., 12th May, 1879.

To the Editor: Dear Sir,—I noticed the above (paragraph enclosed) in your issue of the 9th inst. I was returning from Fredericton on last Saturday week when I met Mr. John McGourty on the train coming to St. John; he told me he had been in the country for a few days past, and spoke of some trouble he had experienced through the failure of some of his friends here. Your report that he has absconded is entirely untrue as he is at present in this city. I think in justice to Mr. McGourty you should publish this. Yours, Sussanien.

— A subscriber responds as follows:

DEAR SIR,—Your affectionate circulars of 16th February and 13th March were received in due course, and I have now to acknowledge with thanks post-card of 5th inst.: I say with thanks because I appreciate your efforts to reduce dunning to a regular system. I regret the want of appreciation on the part of the "other"