

A MEETING of the creditors of Thos. Menzies, stationer, Peterboro, was held on Wednesday. A detailed statement of his affairs shows:—Liabilities, unsecured, \$19,000; secured, \$14,500; total, \$33,500; assets, stock, \$14,000; book debts, \$300; real estate, estimated \$16,000; total, \$30,300. A proposition was made by Mr. Menzies, says the *Examiner*, to pay all unsecured creditors twenty-five cents on the dollar, cash, within a month. Some present were willing to accept the compromise. A circular is being sent to all creditors, asking them to state their intentions.

A LONDON publication, the *Journal of Commerce and Intercolonial Trade*, states that "during the first seven months of this year the exports of Swedish butter to Great Britain amounted to 19,369,331 lbs., against 17,277,664 lbs. during the corresponding period last year. The total quantity exported from Sweden to this country in 1887 was 560,000 casks, or about 30,000,000 lbs. Should the shipments continue on a similar scale during the remainder of this year, an increase of about 10 per cent. in the total quantity imported will be shown. We are informed that most of this Swedish butter is sold in this country by merchants and retailers as Danish butter."

For some six years past Forler & Son have been struggling to make ends meet in the furniture line at Wellesley. Relief has been sought in an assignment.—John Morgan, a grocer at Blyth, being pressed by creditors has as-

signed to the sheriff. He has been in business for two years but his capacity for trade has always been questioned.—A couple of weeks ago the woollen mill of Routh Bros., at Chipewa Hill was destroyed by fire which resulted in a total loss. Their failure now follows.—The business career of Lefeuve & McWaters, tailors at Ingersoll, has been brief. In October last they came from Sarnia and purchased a bankrupt stock worth \$5200, on which they paid \$1,200 down and the balance in notes. Their inability to meet the first of these is doubtless the cause of the assignment just announced.

We read in the *Belleville Intelligencer* that for several weeks past rumor has been making free with the affairs of the Ashley Carriage Company, in that city, the business of which had, it was understood, been unprofitable. At the annual meeting held on the 3rd inst., the report presented stated that the business of the year had been unprofitable, but strong hopes of better things to come were expressed. A resolution was offered proposing that the concern be sold or put into liquidation within six months, but this proposal was voted down and it was decided to continue the business. Mr. L. W. Yeomans, who was elected president at a subsequent meeting, desired the *Intelligencer* to state that he will not act in the position to which he has been chosen as he does not approve of the course which has been taken.

THE *Ottawa Journal* is informed that the output of the Canada Phosphate Company's mine this season exceeded six thousand tons. One hundred and eighty men are employed, but the number will be increased next season owing to the improved demand. The want of ocean tonnage at Montreal interfered somewhat with foreign shipments this fall. The leading markets are Liverpool, London and Hamburg. Phosphate brought good prices, an average of \$15.50 per ton being paid for an article of eighty per cent guaranteed, delivered at Montreal. A feature of this season's operations has been the marvellous increase in the American demand for ground phosphate. The company was offered contracts aggregating

ten thousand tons, but could not fill them, all owing to want of grinding facilities. The phosphate sent to the United States is mixed with other materials, the whole forming a splendid fertiliser. The principal sources of demand are Detroit, Buffalo, Chicago, and Cleveland.

THE McClary Manufacturing Company, whose extensive premises in London were destroyed by fire a few days ago, announces its ability to promptly fill all orders notwithstanding the untoward disaster. This can fortunately be accomplished from the ample stocks held at the company's warehouses in Montreal, Winnipeg, and this city. The machinery in London will be again in running order by the 1st January next. The loss is estimated by Mr. Gartshore, the secretary, as follows:—\$15,000 on one building; \$5,000 on the second; machinery and stock, \$60,000. The insurance is about \$50,000, divided nearly equally between the following companies:—The British America, Hartford, Aetna, Phoenix, Imperial Queen, Commercial Union, Royal, Lancashire, Royal Canadian, and North British and Mercantile. There is \$32,000 on the stock, \$10,000 on the machinery, and \$9,000 on the buildings.

We have to thank Mr. John Lovell, the veteran publisher of Montreal, for a very distinct and convenient-sized mounted map of Canada, which shows the great territorial divisions, rail and waterways, and the trade routes through Canada connecting Europe with the Far East. This is intended as one of a number of province maps to accompany his great work, "Lovell's Gazetteer and History of the Dominion of Canada," from latest Government maps and tracings. As to the larger work—the Gazetteer and History—its scope is enormously broad, and appears to aim at something like what Rand & McNally have done in their large historical and statistical atlas of the world. Guarantee subscriptions of at least \$150,000 are required before active field operations can be commenced. No one less indomitable than Mr. Lovell would have the pluck to go into such a gigantic work. But he tells the people of Canada frankly: "It will cost one or two millions of dollars, and it rests with you to subscribe for and assist it, for unless you do it cannot go on." We hope that it may go on, provided always that it pays Mr. Lovell, and when completed, its nine volumes will form a monument to the patriotic enterprise of the man who gave us the great Dominion Directory.

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