

THE STRIKERS IN BRITAIN.

A writer in the *Textile Mercury*, a very influential and fair journal, relates the true causes of the struggle in the engineering works of the old country, which Mr. Keir Hardie now wants to make "a general strike, bringing the trade of the nation to a standstill." We trust that Keir will not realize his wish. It is already a question how Great Britain can keep her trade, which other nations, working longer hours, are taking from her. The following are the eight points which the writer of the article makes:

The trade unions have ordered the owners to employ full-priced mechanics to work certain machine-tools that can be worked by junior hands or laborers, and are so worked in other countries.

The trade unions have ordered the owners to work each machine-tool by a separate man, instead of one man working two or three machine-tools simultaneously, as is done in other countries.

They have ordered that a uniform rate of wages be paid in each trade, for good, bad, or indifferent hands.

They have ordered certain men to be discharged from the works because not members of the trade union.

They have ordered certain foremen to be discharged because not under the control of the trade union.

They have ordered the speed of turning out work from certain machines to be limited below their full capacity for the purpose of increasing the number of workmen necessary.

They have ordered that one mechanic shall not do any-work of another trade, although competent to do it, and required to do so for the convenience and expedition of completing the special work in hand.

And now the trade unions are wanting to order the owners to pay the workmen nine hours' wages for eight hours' work, and to let their machinery stand idle for the remaining hour of each day.

Mercantile Summary.

A MEETING of the Bankers' Section of the Toronto Board of Trade was held yesterday afternoon. Mr. J. H. Plummer was re-elected president, and Mr. A. Kirkland, of the Bank of Montreal, vice-president.

AMONG the stocks sold by auction this week were that of W. E. Sitlington & Co., dry goods, Sarnia, at 45 per cent. discount, and the hard ware stock of Lang & Meharry, Port Perry, realized 64 per cent.

THE authorities of the Dominion Bank offer \$5,000 reward for information which will lead to the conviction of the robbers of their Nanawau branch, leading to the recovery of the stolen money, or a proportionate reward for any proportion of the money, and \$2,000 for the recovery of the \$10,000 worth of uncoun- tersigned \$10 bills stolen.

FROM a comparison of actual figures concerning the principal products of the United States exported during September, *Dun's Review* draws the conclusion that the total exports from that country for that month exceeded the total imports by about \$55,000,000; and up to 16th October, the exports for this month were in a like ratio.

AN assignment has been made by Wintermute & Co., general storekeepers at Cayuga. This business has made several changes within a few years. The present owner is Peter Winter-

mute. Last June he professed to have a stock of over \$4,000, and accounts outstanding of \$1,000. Against this he has liabilities of \$2,500.—William Mowat, dry goods dealer, Nanawau, assigned last week, with liabilities of \$32,000. Since then creditors have agreed to accept 35 cents in the dollar.

It may be remembered that John Leece grocer, Hillsdale, assigned a few weeks ago. Now he offers creditors \$250 for their claims of \$1,200, this sum to be secured.—J. A. Simpson, cigar jobber, Guelph, offers creditors 30 per cent., payable in six months. This will probably be accepted.—Challand, Jenks & Co., manufacturers of aerated waters, Hamilton, want their creditors to be lenient, and they will pay in thirty days 50 per cent. of their liabilities of \$1,800; they have nominal assets of \$3,000.

It is very properly pointed out, in a bulletin of the Ontario Bureau of Mines, that every sort of man should not rush to the Michipicoten gold country. That district resembles, geologically, the Lake of the Woods district, but the differences make prospecting very hard work. Mr. Willmott, who examined the country for the Government, believes that it will well repay prospecting, and that in a few years gold mining will be established there on a profitable basis. It is a proper place for men who understand quartz mining, not for those who think they only need a pick and a pan.

A LONDON grocer, named W. H. McCutcheon, has been getting behind in his payments for some time. Now he asks creditors to accept half the amount of their claims of \$1,200. In the event of this proposal being carried out he will remove to less expensive premises.—In April, 1896, Walter H. Thomas succeeded J. M. Austin as a general storekeeper at Schreiber. He made no progress in worldly wealth, and being unable to buy goods, he assigns.—Another assignment is that of Baker & Dobson, who opened a jewellery store in Southampton in Feb. last. Afterwards they added bicycles to their stock. They had but little capital and soon found they could not both live on their slender profits.—Alfred Gregory removed from Windsor to Ingersoll in Nov., 1892, and bought the grocery stock of E. Chrysler. His trade has been small and he assigns. So does A. Master, a grocer at Windsor, who commenced business in 1895 with \$1,400 capital, supplied by his father-in-law. Sports have lately occupied too much of his time.

GEORGE M. PULLMAN, head of the well known Pullman Sleeping Car Company, of the United States, died on Tuesday last. He was born in Chautauqua County, N.Y., March 3rd, 1831, and began life as a clerk in a country store. He went to Chicago in 1859 and at first engaged in the business of raising of buildings. While riding in an old-fashioned sleeping car near Buffalo, it occurred to him that there was a field for building comfortable sleeping coaches. From 1859 to 1863 he made a series of experiments on the Chicago and Alton and Galena roads. From these experiments he worked out detailed plans. Thus arose the great Pullman car system, and the model village named after himself. Mr. Pullman was identified with almost every public enterprise in Chicago. The industrial town of Pullman within the city limits of Chicago, now contains over 11,000 inhabitants. The deceased gentleman was wealthy, in fact the estimates of his wealth vary from \$20,000,000 to \$35,000,000. He did the travelling public good, and reaped a rich reward for his enterprise.

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