

The Leading Wholesale Trade of Toronto.

**THOMSON and BURNS,**  
IMPORTERS OF  
*Shelf & Heavy Hardware,*  
Crockery, China, Glassware,  
AND DEALERS IN  
*Canadian and American Manufactures*  
OF  
HARDWARE AND AGRICULTURAL  
IMPLEMENTS,  
10 & 12 Front Street West, Toronto.

**WINTER, 1875.**

**GRAY, RENNIE & Co.,**  
25 Front Street West, Toronto.

WE ARE CLOSING OUT OUR STOCK OF  
Canadian and Imported Shirts and  
Drawers,

Cardigan Jackets.

AND  
Knitted Wool Goods,  
AT CLOSE PRICES.

**GRAY, RENNIE & CO**

shows a similar decrease, and time must cure the overload of goods under which the city and Province generally have been staggering for some time.

THE Starr Manufacturing Company of Halifax, whose skates are so famous all the world over, shipped last week by the Caspian several thousand dollars worth of the "Acme" skate to Britain. Four or five thousand pairs have been ordered for the United States, where they have an extended sale notwithstanding the tariff, which interferes somewhat with their cheapness. This Company intend to make quite a display at the Centennial Exposition at Philadelphia next year. Nearly twenty thousand pairs of skates have been placed by the Starr Company this season, and the promises are good for even greater sales in the future.

THE first general meeting of the Burland. Desbarats Lithographic Co., was held at its office in Montreal on the 3rd inst. The profits announced were sufficient to pay a 10 per cent. dividend, and to carry a considerable balance forward. The company will remove into their new five-story building on Bleury street about Christmas. Mr. Burland, the president has shown evidences of energetic management, and the company's publications, notably the *Canadian Illustrated News*, have made marked progress, as well in their character and contents, as in the patronage they have reached throughout the Dominion.

QUITE a large failure has occurred at Pictou, Nova Scotia, where the house of B. Kirkpatrick & Co. engaged in shipping, has suspended with a liability of \$30,000, and assets supposed to be ample to enable the insolvents to pay in full Pictou Mercantile men have always ranked high in Nova Scotia, but the dullness of coal freights, and the depression in shipping gener-

The Leading Wholesale Trade in Toronto.

**WALKER, EVANS & Co.,**  
Manufacturers, Importers and Wholesale Dealers in  
**BOOTS AND SHOES,**  
No. 15 PHOENIX BLOCK,  
FRONT STREET WEST,  
TORONTO.

**P. G. CLOSE & CO.,**  
WHOLESALE  
**GROCCERS,**  
TORONTO.

59, 61 and 63 Front St. East,

ally is affecting ship owners in all parts of that province, which owns the principal part of Canadian shipping.

BANKS are much to blame for some stoppages in Halifax. For instance, a large hardware house which recently obtained an extension, was a year or so ago canvassed for business by some bank directors. Money was freely given the firm and they were induced to extend their business in all directions. When the stringency came, the house found itself possessed of a huge stock, a ledger full of debts, and large direct and indirect liabilities. Country notes matured and had to be taken up in full, partnership notes signed by a well-to-do member of the house, and endorsed by the firm, had also to be taken up bodily. In order to do this a heavy stock had to be slaughtered to raise the needful, and a large surplus thus melted away. Of course the day had to come when the constable would overtake the culprit, but fortunately it was the interest of at least one bank to back up a proposition for time, and as the assets of the house, strengthened by private property, shew ample margin, breathing time has been given.

RECEIPTS of sugar at the port of Halifax have been very much smaller this year than for the last two years. Up to this date, 3,876 hogsheads have been landed, against 5,627 in 1874, and 8,501 in 1873. Various causes combine to bring about this state of matters. One reason is the monetary stringency which induced West India merchants to place their cargoes in New York and Boston, where they could readily turned into cash.

OCTOBER and November are the months in which the catch of the Gulf fisheries is moved to market. For ten days past, the fishermen have been pouring the results of the season into the storehouses of Halifax. Last week the

The Leading Wholesale Trade of Toronto.

**HENDERSON,**  
**BOSTWICK**  
& CO.  
IMPORTERS AND MANUFACTURERS OF  
*STRAW & MILLINERY GOODS, FLOWERS,*  
FEATHERS, &c.  
NO. 58 FRONT ST., TORONTO.

**1875. FALL. 1875.**  
STOCK COMPLETE,  
LARGE, WELL ASSORTED,  
AND UNSURPASSED IN VALUE.

**DOBBIE & CARRIE,**  
9 FRONT STREET WEST  
TORONTO.

71 Cannon Street,  
Manchester, England.

receipts of dry and pickled fish footed up about one hundred thousand dollars, and yet this is far below the average of former years.

THE canned fish business is quite a feature in Nova Scotia, and there are a number of fish packing establishments all along the shores of that Province. One "factory" at Pugnash put up 155,000 cans, valued at \$20,000, which is an increase of 50 per cent. over the production of last season. Other factories report a large increase, and the total production will amount to a large sum.

A SHIPMENT of oysters in barrels was sent from P. E. Island via Halifax to London, where they are quoted at a crown a dozen. These oysters were packed in oatmeal, and by the time they get to their destination they will be plump and healthy.

A STRONG remonstrance and memorial to the Dominion Minister of Marine and Fisheries by English shipowners against the pinching clauses of Plimsoll's bill was presented a few days ago at St. John, and the Minister promises earnest attention to the subject. It is time something was done, or there is a danger of some of our ships being transferred to foreign flags.

A NEW line of steamers contemplate engaging in the Lower Province trade, and will run between New York, Halifax and St. John's, Newfoundland. Some time ago, the Eastern Steamship Co., of Halifax ran a boat called the Origo, between Halifax and St. John's, calling at Sydney, C. B., but from motives of economy the vessel was not insured, and the total loss of the steamer broke up the Company. Now the Cromwell line of New York are going to put a boat on the route. As this boat will touch at two or more Canadian Ports, it is expected that permission will be given to engage in our coast-