

DIGNIFIED stranger (on railway train):—"No, I am not travelling for my health. I was a delegate to the Pan American Congress." Enterprising Drummer: "That so? I'm in the hardware line myself."—*New York Weekly*.

To the great surprise of many, Mr. James McShane, who delights to call himself "The People's Jimmy," has been elected mayor of Montreal over the more conservative and respected ex-mayor Grenier, by 5,028 votes. Such a majority was unexpected by either his friends or his foes.

On Friday evening last the annual meeting of the Montreal Rolling Mills Co. was held, when directors and officers were appointed as under: Andrew Allan, president; Hugh McLennan, vice-president; Hon. G. A. Drummond, H. Montagu Allan, E. S. Clouston, W. McMaster and Henry Archbald.

ASSIGNMENTS: H. B. Harrington, photographer, Colborne; Emeline D. Fair, grocer, Toronto; P. P. Pettit, contractor, Frankford; Welden Brothers, grocers, Winnipeg; J. H. Welden, grocer, Winnipeg; Harris & Ballard, dry goods, Kingsville; J. J. Tonkin, hatter, Toronto; Mrs. Frank Clark, Glenwilliams.

The sub-committee of the House of Commerce, Washington, prepared a report on the Bill regulating the use of rafts on the great lakes. The Bill as reported provides that hereafter no rafts larger than 70 by 800 feet shall be allowed to pass through St. Mary's river, and none larger than 100 by 1,000 feet through St. Clair or Detroit rivers.

ROBERT SMITH has been in the dry goods business in Port Colborne quite a number of years, but investments outside of his regular business have absorbed some of his funds, and he has had to ask creditors for an extension of time, which is granted.—A general merchant at Lanark, named D. Ward, has assigned, owing \$10,000. He became embarrassed last spring through overbuilding, and compromised at 60c.

The *Victoria Daily Times* of 28th January has the following: We learn, on reliable authority, that arrangements are now in progress for the establishment of a branch of the Bank of Montreal in this city. It is understood that matters have progressed so far that the establishment of the new bank is only a question of a very short time. This intimation will be hailed with satisfaction by our citizens. The identification of this bank with the trade and commerce of Victoria will undoubtedly be mutually advantageous.

A MEETING of citizens, called by the mayor of Essex town, was held the other day to forward the organization of a board of trade for the town. The chairman, Mayor Milne, explained the functions of a board of trade, and called on Dr. Brien, who approved the formation of such a body. Messrs. T. H. DeCew, W. H. Richardson, G. J. Thomas, Chas. Naylor and others spoke, favoring the movement. A committee consisting of Dr. Dewar, Mr. Naylor and Mr. Thomas was then appointed to take names of those wishing to be members of the board. About thirty names were secured at once.

THE following is a statement of earnings and expenses of the Canadian Pacific Railway for the last month and the twelve months of 1890:

	Dec. 1890.	January to Dec. 31st, '90.
Gross earnings.....	\$1,548,490	\$16,552,528
Working expenses ..	972,862	10,252,828
Net profits.....	575,628	6,299,700

In December, 1889, the net profits were \$540,011.51, and from January 1 to December 31, 1889, there was a net profit of \$6,127,836.16. The gain in net profits over the same period last year is therefore, for December, \$35,617.15, and from January 1 to December 31, \$171,864.35.

ARRANGEMENTS have been made by the Dominion Express Company to have fresh ocean fish sent from Canadian Atlantic ports to points as far west as Ottawa, Buffalo, London, and Detroit. Hitherto the fish have been shipped from New Brunswick to Portland and Boston. Now a firm at St. Andrews, N.B., will make a specialty of the shipment of fresh codfish and haddock, and will send them to the west by the Dominion Express Company via the C.P.R. Fish can be shipped fresh each night from St. Andrews and be at Sherbrooke in 10 hours, Ottawa in 18 hours, at Montreal in 15 hours, and Kingston in 22 hours from the time of shipment.

A BOSTON business house, in a recent circular letter, says: "Under the new tariff the customs authorities at Washington have issued a circular stating that all goods imported into the United States after March 1st, 1891, must have the name of the country from which they are imported placed on each package, whether barrel, box, crate, case or bag. This applies to every barrel of fish, bag of potatoes, crate of lobsters or berries, and packages of salmon, halibut, etc., etc. To comply with the law, and enable the goods to be entered at the custom house from the provinces, they must each and all have the name "Canada" in stencil or other indelible mark on every package.

THE creditors of M. Lafond, general dealer at St. Hermas, Que., met last week in Montreal and were offered 40 cents in the \$ on liabilities of \$12,000, and expressed willingness to accept 45.—Cartier & Co., a general store concern of St. Aine, Que., have been asked to assign.—Another general dealer, D. Pettigrew, of Isle Verte, is reported failed. Originally a clerk in Quebec, he went into partnership with one Paradis in 1884. They failed the following year, when Pettigrew compromised the firm's liabilities at 50c. and continued alone.

SOME time ago the failure of A. J. Trolley, boot and shoe dealer at Aylmer, Ont., was unfavorably commented upon. From that place he went to Alvinston, and has since assigned.—The sheriff has taken possession of the general stock of F. J. McPhalen at Fort William. He was formerly a clerk, and began business in July last with \$1,200, said to be borrowed.—James Lyon, grocer, Woodstock, sold his business to his brother John in Oct., 1889. In July following it was transferred to a Hamilton house. James has again obtained possession of the stock, and now he assigns to D. Blackley.—We are told that the creditors of McGinnis Bros., Parkhill, have demanded their assignment. The liabilities are estimated at \$100,000. This failure is caused by that of Wilson & McGinnis, Montreal, who went down in the crash of McLachlan Bros. & Co. and Lindsay, Gilmour & Co.

In April last this journal stated that J. C. Rahan, carriage maker, at Uxbridge, was endeavoring to compromise at 50 per cent., and that it was always difficult for him to make ends meet. Five months after this statement appeared a writ was issued against us for libel. The *Evening News* was also sued for a similar statement. The proprietors put in their defence, and three months later a statement of claim for damages was entered. As we had good reason to believe that the plaintiff was practically insolvent, application was made to the Master in Chancery for an order for security for costs. In granting the order the Master declared that Rahan was undoubtedly insolvent and that the action was frivolous. He fixed the amount of the security at \$500 money in the two cases, or a \$400 bond in each case, the costs of the motion to be to the defendant in any event of the cause. We cannot but regret that Mr. Rahan should have been so ill advised as to make his unfortunate condition still more embarrassing by this procedure.

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