

Mercantile Summary.

FOR the first Dominion Day in years the bar rooms in Hamilton closed at 11 o'clock p.m., in accordance with the new Ontario License Law. The old time of closing on week nights, except Saturday, was 11.30.

AN important meeting of the National Fire Brigades' Union of England took place last week at Windsor, Eng., when representatives from all the cities and towns of the kingdom were present. The visit of the Montreal firemen to the International Fire Tournament last year lent an interest to the present meeting in the Royal City, and as a result Ald. Stevenson and Chief Benoit sent a cablegram of congratulation to the English brigade.

MANY business men, after giving a contract for advertising, say, "wait a minute and I'll give you the copy." If those who do this have carefully prepared copy on hand that is suitable for the publication with which they have contracted, well and good. But it is a great mistake to hurriedly dash off an advertisement in order to close up a transaction; all advertising matter should be carefully prepared. It is far better to be too long over it and have it right than to spoil it by haste, and there is another thing to remember in this connection, run a good advertisement for a little while, and then change it for something as good or better.

THE effect of the C.W.A. meet at Chatham this week will be beneficial to the merchants of that city, and the city in general. It is estimated that there were upwards of 10,000 visitors, and it is safe to venture the assertion that not more than half the number ever saw Chatham before. This being the case it is easy to see that some good must result from the advertisement thus received. Of course most business houses were closed, but Chatham is an attractive place, and there are some who will receive a lasting favorable impression that will reflect to the city's credit in years to come.

Too much stress, says an exchange, cannot be laid on the important subject of partnership life insurance. The advantages derived from the taking out of a policy by each partner in a concern in favor of the other member or members of the firm, were made very plain quite recently in connection with a dry goods house in the South. One of the three partners—who by his family connections controlled the principal portion of the capital of the concern—died suddenly, but instead of the surviving partners finding themselves crippled by the withdrawal of his capital and the backing he could claim, their own resources were reinforced by a considerable sum in ready cash. Partnership insurance ought to prove a strong card in a credit statement.

UNTIL recently the Allan Line Steamship Company has been conducted as a private firm. In London, England, on the 18th ult., the company was registered under the name of the Allan Line Steamship Company, Limited, with a present capital of £650,000. The officers of the new corporation are: Mr. Andrew Allan, chairman; Mr. Nathan Dunlop, vice-chairman, and Mr. Bryce Allan, of Glasgow, secretary. A short time ago the Allans purchased three new steamships. These are the "Ludgate Hill," the "Tower Hill," and the "Richmond Hill," all three of which are the same in size, and are intended for the reight carrying trade.

ACTIVITY IN TIMBER.

Reports from London and Liverpool indicate an active demand in England for pine and spruce. The *Timber Trades' Journal*, of London, June 19th, says: "The Canadian shipments arriving this week are the forerunners of an unusually heavy first open-water shipment from the St Lawrence both in pine and spruce, and judging from the amount of wood sold on contract, as well as the considerable amount which there now seems no doubt will arrive on consignment, the supply of Canadian goods will be fully equal to the demand this year. Fortunately the consumption is good, with every appearance of continuing, and on this, as well as the manner in which consignments are sent forward, the fate of prices later in the season depends. The position of Canadian hardwoods at the present time is stronger, as we learn that at Quebec there are practically no stocks of oak or elm in the hands of manufacturers, and the same applies also to Western waney board pine at that port.

HARDWOOD FLOOR CLEANSER.

A German paper suggests that for cleaning hardwood floors, or removing oil colors and varnishes generally from floors or furniture, an application of hot solution of caustic soda is the best thing known. Plain soda is frequently used, says the *American Carpet and Upholstery Journal*, but the operation is slow and not altogether satisfactory. A strong soda lye is likely to darken the color of oak, but this matter can be easily remedied by brushing the wood over with diluted muriatic acid and washing thoroughly as soon as the proper color is attained. A cotton or hemp swab is suggested for the application of the soda, and cotton or linen clothing should be invariably worn on account of the effect which soda lye immediately has on woolen.

—Amongst the contracts recently taken by Messrs. Paquet & Fortin, of Levis, according to the *Quebec Chronicle*, are a railway branch for the Laurentide Pulp Company a mile and a half in length and west of the St. Maurice River, which is to be completed in a few weeks; a branch of the Great Northern Railway, ten miles in length, to the north of Three Rivers, and a bridge over the Shawenegan River, at five miles and a half from the Grande Mere bridge. It is to be 370 feet in length and 85 feet high. The superstructure is to be of steel and is being made by the Dominion Bridge Company. They are also building three miles of railway and track to reach the place called Coulee Lavergue, and three miles further up than the Shawenegan River; also a steel bridge 500 feet long and 92 feet high. It is to be erected over a branch of the Shawenegan. Some 600 men are employed on these works.

—The largest mixed sale of oranges and lemons ever held in New York, says the *Journal and Bulletin of Commerce*, took place Monday in the auction rooms of Brown & Seccomb. The offerings comprised one full cargo of fruit, that of the steamer "Thomas Melville," and portions of the cargoes of the steamers "Tampico" and "Scindia," and amounted, in the aggregate, to 27,500 packages of oranges and 20,000 packages of lemons, or a total of 47,500 packages. There was some fear that the unusual quantity offered would have a tendency to depress prices, but while this was true in a measure the results seemed to be generally satisfactory. The highest price realized for oranges was \$4.20 per box—for the Ciampa brand—and for lemons \$3.65 per box.

—"I find the American farmer so interesting," tittered the poetess. "I manage to extract a good deal of interest out of him myself," was the answer of the short, double chinned, elderly gentleman, who, as it afterward developed, was in the mortgage business.—*Cincinnati Enquirer*.

—A Washington despatch says that Senator Pettigrew was stricken with paralysis of the vocal cords while speaking on the tariff, and that his colleagues were struck with awe thereat. To our neighbors the idea of a legislator who cannot talk seems to be startling.—*Montreal Gazette*.

DEBENTURES

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