

The Leading Wholesale Trade of Toronto.

THOMSON and BURNS,

IMPORTERS OF

SHELF AND HEAVY HARDWARE,

Crockery, China, Glassware,

AND DEALERS IN

Canadian and American Manufactures

OF

HARDWARE AND AGRICULTURAL

IMPLEMENTS,

10 & 12 Front Street West, Toronto.

JOHN MACNAB & CO.,

Late Lyman & Macnab,

WHOLESALE*Hardware Merchants,***TORONTO.**

155 Front Street East, opposite American Hotel.

JOHN MACNAB.**T. HERBERT MARSH**

The Leading Wholesale Trade in Toronto.

OGILVY and CO.,

CORNER OF WELLINGTON AND JORDAN STS.

We invite an inspection of our Stock, which is now complete in all Departments,

WOOLLENS, COTTONS, LINENS,

SILKS, SMALL WARES AND

FANCY GOODS.*Liberal Terms and Close Prices.*

OGILVY & CO.

Toronto, 13th September, 1871.

R. H. GRAY & CO.,**CLOUDS,****CLOUDS,****CLOUDS.**

Balance of Manufacturer's Stock at reduced prices.

R. H. GRAY & CO.,**43, YONGE STREET, TORONTO,**

Toronto, Dec 22nd, 1871.

The Leading Wholesale Trade of Toronto.

THOMAS WALLS and Co.,

7 Front Street,

(The New Iron Block,,

TORONTO,;

ARE prepared to shew the contents of 400 packages of well assorted

DRY GOODS.

Terms liberal to close buyers.

FISH! FISH!! FISH!!!

LAKE SUPERIOR

Trout and White Fish,

500 half Barrels just received from our own Fishery. Also on hand

Bbbs. Round Herrings.
 Bbbs. and $\frac{1}{2}$ bbls. Mackerel.
 Quintals prime Table Codfish.
 $\frac{1}{2}$ Boxes choice scaled Digby Herrings.
 Cases Fresh Mackerel, (1lb. tins.)
 Cases Fresh Salmon (2lb. tins.)
 &c., &c., &c.,

THOMAS GRIFFITH & CO.,Wholesale Grocers Wine and Spirit Mercha
37 & 39 Front Street,

ATTENTION is now very much occupied with the holiday festivities to the comparative neglect of business. The festive season will soon be at an end, and the new year entered upon; let us hope that it will be as peaceful and prosperous as the one just closing has been.

A COAL COMPANY with a capital of \$5,000,000 has been incorporated in Alaska, late Russian America. The existence of abundant deposits of the purest anthracite near the sea coast, is affirmed. If this be true it is important news for shipping interests in the Pacific Ocean.

WHILE MOST of the New York packers have withdrawn from the market in the belief that prices are too high, there are some who are confident as to the future. The view taken by them is that prices are very low, and that no one buying at these low figures can go far astray. Doubtless the general rule of buying when the market is at bottom is a safe one, but there are exceptions to its application, whether the present condition of the pork trade is such an exception every buyer must judge for himself.

THE MANAGEMENT of the Toronto, Grey & Bruce Railway, are winning golden opinions among the citizens of Toronto by the free delivery of wood over their line. The market has been broken, and a fall in prices of \$1 to \$2 per cord has occurred. Any person may bring wood from stations on the Line at 2 $\frac{1}{2}$ c. to 3c. per cord per mile. At a distance of 50 miles there is plenty of wood offering at about \$3 per cord, and the freight at the above rates would be \$1.25 to \$1.50 per cord, so that it is now possible to lay down wood in the city, delivered, at

\$4.75 to \$5.25 per cord. It is not necessary to explain the difference between these figures and \$8, the price lately current.

IF, AS some assert, the political greatness of Britain is on the wane, the reverse is true of her commerce. Never in her history was it so extensive or expanding more rapidly than in the first ten months of the present year. During that period manufactures were exported to the value of £183,538,265, being ten per cent. more than in 1870, and 15 per cent. in excess of 1869. For October alone the exports of manufactures and produce were 14 per cent. greater than in 1870, and 21 per cent. in excess of Oct., 1869. This increase is spread over all the various classes of manufactures, showing that it is not spasmodic or exceptional. In importations the results are equally remarkable. For the ten months the excess was over thirty-three millions of pounds, as compared with '70, and fifty-seven millions as compared with '69. If Britain's manufactures are being ruined, as some assert, we may at least conclude, from the above facts, that their annihilation is yet far in the future.

AN Intelligent country merchant suggests a scheme to meet the wants of traders outside the city in reference to the shipment of their goods. As the practice now is, a retail merchant buys a lot of dry goods at one house in the city, groceries at another, hardware at another, &c; and the shipment of all this variety of parcels and packages is attended with a great deal of labor, expense for cartage and often with mistakes and delays. It is proposed therefore that instead of each house attending to the shipment of the

parcels purchased of them, that all deliver their goods to one person, who would keep a suitable warehouse and would act as middle-man between the wholesale and retail trader. This middle-man would call for the goods at the place of purchase and see to their prompt and proper shipment in the most economical and convenient kind of packages. He would also attend insurance, &c. For this service a very small fee it is believed would suffice; and by prompt attention the business would expand into handsomely paying proportions.

TRIBUNALS OF COMMERCE.

An extract subjoined from *Morgan's Trade Journal*, relates to a matter of much interest to the mercantile classes. It is not unfrequent that commercial questions arise of a complicated nature, involving issues, the decision of which ought to depend more upon the usages of trade, and the view taken by experts in the particular line of business in question, than upon a strict interpretation of the statutes relating thereto. The usages and customs of trade are constantly changing, and therefore, no one who is not in the circle, can fairly judge of all the considerations involved, and which ought to have due weight in the settlement of a case of difficulty or dispute. It is possible that some such improvement in our existing legal machinery might be the means of placing justice within the reach of certain classes of public companies, such as fire insurance companies. According to the present means of procedure