

ACCORDING to the Windsor *Record*, the Consumers' Wall Paper Co. have purchased the Wm. Laesser stock of wall paper in that city.

GEORGE KELSEY did a crockery business in Toronto for many years, and failed in 1887. Not obtaining a discharge, he has carried on business in his wife's name, and she too now assigns.

MR. SYDNEY ROBINSON, of Sheffield, England, is visiting Canada. Mr. Robinson is the managing director of the William Jessop & Sons Steel Co. (Ltd.), one of the largest steel forging firms in the world.

It is proposed to build the Bancroft and Irondale R. R. from Brockville, through Perth, and then north-west by Fallbrooke or Lanark, to Bancroft, thence by Gravenhurst to the Georgian Bay. Mr. Pusey is the president.

THE committee of the Windsor military parade, after paying all expenses of the most creditable display on Queen's Birthday, including the fares of 430 of the 48th Highlanders from Toronto to Windsor and back, have some \$300 surplus.

It turns out that N. S. Tarr, fancy goods dealer, Ottawa, who was reported last month as arranging a compromise at 40 cents on the dollar, has had to assign. He owes about \$9,000.—Alex. Henderson, who arrived from Scotland about five years ago and started as a jeweller at Arnprior, Ont., is reported financially embarrassed and likely to assign.

HERE is versatility which made a poor ending. C. Frechette, who has lately been in the tea and grocery line at Quebec, has gone into insolvency. He is reported to have been a farmer, huckster and boarding-house keeper at various times in the past, but apparently lacked the experience and capacity necessary to success in mercantile life.

FROM Montreal we learn that Messrs. P. S. Ross and J. W. Ross (P. S. Ross), and Jas. G. Ross and Alex. F. C. Ross (P. S. Ross & Sons), have dissolved partnership as accountants, and that a new firm has been registered, consisting of P. S. Ross, Jas. G. Ross, Alex. F. C. Ross, A. C. Ross and J. W. Ross (P. S. Ross & Sons).

As an indication of the awakened interest in butter-making in eastern Canada, by means of modern appliances, it is satisfactory to learn that the Robb Engineering Co., of Amherst, N.S., has received orders this spring for creamery outfits from the following places: Yarmouth, Aylesford, Noel Shore, Granville

Ferry, Great Village, Windsor, Berwick, Bridgewater, Harcourt, Grand Digno in Nova Scotia, and Hillsdale, Kings Co., New Brunswick.

MONTREAL Customs returns show an increase from \$472,302 in May, 1894, to \$503,542 last month. The inland revenue collected at that port was \$203,386, where in the previous May it was \$167,623.

SHIPMENTS from Prince Edward Island per steamer "Northumberland," for the week ended 27th May, included cattle, horses, sheep, hogs, hides, beef, hams, game, pork, oats, potatoes, 306 barrels oysters, and 338 cases eggs.

THE number of letters, newspapers and post cards delivered in Winnipeg by the letter-carriers last year was 2,263,117. Winnipeg is the sixth city in the Dominion as regards volume of postal business, standing next to Quebec.

THE annual meeting of the Quebec & Levis Ferry Company was held on Monday afternoon last. The old board of directors was re-elected as follows: Messrs E. Jones, president, D. C. Thomson, G. R. Renfrew, S. J. Shaw, F. Samson, W. Simons and Philippe Huot.

DURING the three months ended with May dividends amounting to \$375,375 were paid on a total capital mill stock of \$22,008,000 at the Fall River mills in Massachusetts. The average percentage is slightly over 175, and the amount paid is an increase of the amount paid during the three months ending in February, though the increase is not a large one.

THE London *Iron and Steel Trades Journal* says that No. 10 wire, manufactured in Chicago, was recently offered in Liverpool, by a representative of the American manufacturers, at \$31.20 per ton, delivered, the cost of freight from Chicago being about \$10 20. This, it says, is a marvelous change in a few years, since England used to supply the United States with a good deal of wire.

THE following are some country failures in Quebec Province: Pednaud & Tremblay, keeping a general store at Chicoutimi since 1893, are reported embarrassed. They began on small capital, and as one partner lacked experience, and the other entire steadiness, their success has never been likely.—Isaie Dompousse, bottler, Maskinonge, is trying to compromise his liabilities at 25 per cent.—O. Marchand, hotel-keeper at Beauharnois, has made assignment of his estate, owing \$2,175.

MR. LEONARD MORRIS, of Summerside, P. E.I., has sold out his book and stationery business to Mr. D. K. Currie, late with Mr. R. C. Macleod, of that town.

WE observe the announcement of a dissolution of the wholesale woolens firm of Hutchison, Dignum & Nisbet, of 55 Front street, this city. We understand that Mr. Edward J. Dignum has secured control of the present premises, and also that he retains existing agencies.

THE Quebec *Chronicle* notes with regret the closing on Saturday of Mr. Botterell's shoe factory in St. Roch's, the proprietor having retired from business. Mr. Botterell has generously allowed a month's salary to the old hands, and most of them have obtained employment in other factories.

MR. MILNE, the collector of customs at Victoria, was informed on the 23rd ult. officially of the seizure of the Victoria sealer "Shelby," supposed to be for illegal hunting. She is believed to have been captured by the "Corwin" and handed over to H. M. S. "Pheasant," which ordered her to Victoria, where, if the charge be substantiated, she will probably be forfeited. She is nearly a new vessel, the *Columbian* says, worth about \$3,000, and is owned by Louis Willie, formerly of New Westminster.

THE Baltimore *Manufacturers' Record*, in its issue of May 24, published statistics showing that since January 1st, 1895, over 103 locomotives, including two electric locomotives, and about 3,000 passenger, freight and coal cars, have been purchased or have been ordered by railroad companies for southern business. The total valuation of this rolling stock is over \$2,500,000. This is a significant indication of the way southern railroads are forced to meet demands of increased traffic.

THE Guysboro *Gazette* says it is some time since any new buildings were put up in Goldenville, N.S., with the exception of the engine house and shaft house, but during the last week several shanties have been commenced on the Stellarton Gold Co. land. "Four years ago a good house could be bought for \$20 in Goldenville; and it was no uncommon sight to see a building that cost two or three hundred dollars to put up torn down and used for fuel. But the New Glasgow company have got their steam pump to work and the water is going very fast in the Chicago, Meredian and Cleverton areas. Their outfit will include ten stamps, an air compressor, two Rand air drills, three steam pumps, and an 80 h.p. engine and boiler."

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