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Are daily receiving deliveries of Canadian Staples for Spring Trade.

Grey and White Cottons, etc.
Cottonades, Shirting,
Flannelettes, etc.

Stock still well assorted in

Men's Neckwear, English Collars, Half
Hose, Gloves, Waterproofs, &c.

Smallware Department,
including Hosiery and Ladies' Gloves, well
assorted all the year round.

Wyld, Grasett & Darling

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Of Dress Stays?

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- for -

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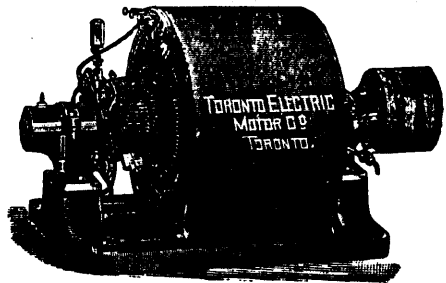
The Leading Dress Stays
of Canada.

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TORONTO ELECTRIC MOTOR CO'Y.



Our new four-pole Motors, highest efficiency and
all latest improvements; built in sizes 10 to 50 h. p. Our
Bipolar Motors from ½ to 20 h. p. are not equalled.

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107 & 109 Adelaide W., Toronto

Fine Electric ... Street Cars

OUR SPECIALTY

We also manufacture Horse and Trill Cars of every
description o o o o o o

PATTERSON & CORBIN
ST. CATHARINES, Ont.

Mercantile Summary.

A DEMAND of assignment has been made upon
J. E. Parent, stationer, etc., St. Jerome, Que.
Mr. P. is a notary by profession, who recently
has attempted business with the results shown.
He is said to owe some \$7,500.

A ST. THOMAS despatch announces the death
of Mr. D. E. McKinney, valuator of the Atlas
Loan Company of that city, in the 59th year of
his age. The deceased has been since the or-
ganization of that company its valuator.

It is stated that the Harvey Van Norman
Co., of this city, have decided to remove their
boot and shoe factory to Quebec. Cheaper
labor and increased shipping facilities have oc-
casioned the change of base.

THE ocean steamer building at Stettin, for
the North German Lloyd Company, which is to
vie with the famous Cunarders "Campania"
and "Lucania," will be 625 by 66 by 43 feet,
and her engines are intended to develop 28,000
horse-power. A similar ship is also being built
at Dantzig.

THE embarrassment is reported of H. Levins
& Co., general merchants at Cookshire, Que.
Originally a peddler of cheap watches, etc.,
Mr. L. began storekeeping at Waterville, Que.,
in 1889, failing two years later. He resumed
business in his wife's name, shortly after
removing to Sherbrooke for a brief period, then
to East Clifton, and last fall to his present
address.

THE authorities of the city of Chatham have
just opened tenders for \$31,000 debentures, for
which they received a large number of bids;
the highest was from Messrs. Geo. A. Stimson
& Co., of Toronto, and the bonds were there-
fore awarded to that firm. The money was re-
quired principally for the extension of the water-
works system purchased a short time ago by
the city.

THE American Pharmaceutical Association
will hold its forty-fourth annual convention in
Montreal from the 12th to the 19th of August.
On August 12th the convention will be opened,
His Worship Mayor Wilson-Smith extending a
welcome to the city. In the evening the Mon-
treal College of Pharmacy and the Pharma-
ceutical Association of Quebec will tender the
visitors a reception in the drawing-rooms of
the Windsor.

OUR in Manitoba a good many merchants are
also the owners of farms, and in other parts of
Canada, too, one finds such instances. Some-
times a farmer is also a storekeeper, and often-
times we hear of a farmer selling his place to
become a man of business. Henry Head, of
Cloyne, was one of the latter class. In Octo-
ber, 1892, he sold his farm and opened a gen-
eral store. But he hadn't any experience in
behind the counter affairs, and now he has
assigned.

THE death of Capt. Hugh Chisholm, an old
and highly esteemed citizen of Meaford, is an-
nounced, at the age of 72 years. Deceased was
a brother of Mr. K. Chisholm, ex-M.L.A.,
Brampton, and was one of the pioneer ship-
builders and navigators of Canada. As a ship-
builder, he built at Port Credit the first centre-
board schooner on Lake Ontario, the "Credit
Chief." In 1850, he built the steamer "Wood-
man" at Port Perry, the first steamer on Lake
Scugog and adjacent lakes. He also built for
the Lake Simcoe trade the steamers "J. C.
Morrison" and "Emily May." Capt. Chisholm
was part owner and master of the steamer
"Her Majesty," the first steamer to make di-
rect trips from Toronto to Halifax down the
St. Lawrence.

By the census of Manitoba, taken a fortnight
ago, Winnipeg is shown to have a population of
31,649, an increase in ten years of 11,411, or
56.43 per cent.—a very remarkable rate of
growth.

THE returns issued by the London Board of
Trade for June show an increase in imports
into the United Kingdom of £1,330,000 and an
increase in exports of £2,730,000 during that
month as compared with June last year.

A CONTRACT has been let by the German
shipping concern, the Hamburg-American Com-
pany, to be built at Harland & Wolff's yard in
Belfast, Ireland, a steamer that is boasted as
the biggest freight carrier in the world. Her
dead weight will be over 12,000 tons, and her
dimensions are 560 feet in length by 62 feet
beam and 41 feet depth.

MR. E. F. HEDDEN, who for the past eleven
years has held the office of assistant manager
of the Toronto branch of the Merchants' Bank
of Canada, has been promoted to the important
position of superintendent of branches, and will
remove to Montreal on September 1 next. At
the same time Mr. John Gault, present assistant
general manager, will assume the charge of the
New York agency of the bank.

MR. GEORGE OLDS, of the staff of the Cana-
dian Pacific Railway, has been appointed the
representative of that road on the Board of
Managers of the Joint Traffic Association, and
will reside mainly in New York. This board is
composed of traffic officials of roads interested
in interstate traffic between the Atlantic sea-
board and Chicago. It consists of ten members,
the Grand Trunk Railway being represented by
Mr. J. H. Burton.

IN 1883, at Barrie, P. F. Ewan failed in busi-
ness. Since that time he has conducted a dry
goods store, under the name Ewan & Co.; but
his wife was proprietor of the whole affair.
He spurned modern ideas of keeping shop, but
ran it in an old-fashioned way. Now he has
assigned again.—Pat. Galligan was a boot
and shoe dealer, in Stratford, until a few days
ago. Then he left town and forgot to leave his
address with anyone.—At Paris, a provision
and produce dealer named J. H. Scarf, has
assigned. Lately he made several losses and
seemed to be in general hard luck.

ONE of the American metals trade journals
says, speaking of the events of the past week or
two in iron and steel: "Prices are weak, de-
mand fluctuating. Some products are pro-
tected by agreements, while others are not.
Bessemer steel and billets are neglected. The
quantity of lake ore shipped is a little ahead of
last year. Considerable bridge building work
will be entered upon by the early fall. Several
construction requirements will expand some-
what, but without sufficient encouragement. It
would seem rolls have been added, furnaces put
in, plants increased, and capacity enlarged to a
degree that is calculated to arouse apprehension
as to the safety of many producers."

ACCOUNTS received this week of high wa-
ter on the Fraser River in British Columbia were
at first somewhat alarming, though thus far it
does not appear that losses have been heavy.
At Chilliwack damage was done to crops on
low lying lands. At Nicomen Island, also,
there was high water, and all down the river
on both sides low levels suffered somewhat.
At New Westminster the water at high tide
was two feet eight inches below the mark
reached during the floods of 1894. Sumas was
flooded. At Langley the water was level with
the landing. The C.P.R. track was under-
mined between Agassiz and Hope stations on
Friday night last, and an east-bound freight
train struck the weak spot; the train, consisting