

come this difficulty the New York agents of the Florida Fruit Exchange have arranged with the Ocean Steamship Co. of Savannah, to partition off a part of its wharf, Pier 35, North River, to be used exclusively for oranges, and to heat the same with steam pipes.

JAMES MCCREADY, the principal in the Montreal firm of James McCready & Co., manufacturers of boots and shoes, died last week from lung trouble. Deceased was but a young man, having been born in Ireland in 1842. He came out to this country early in life with his father, the late Hugh McCready, who was well known in his day in the leather business in that city. James McCready was a worthy and open-minded man, with good sense and a good heart. As one of his fellow citizens, a man, too, in the same line of manufacture as himself, writes: "McCready was an uncommonly decent man all through; with little education and no very elevating surroundings, he left an unsullied record for every kind of fair dealing." The deceased died wealthy, and by his will left \$50,000 to various Montreal charities. A Roman Catholic himself, it shows his freedom from narrowness, when he left \$5,000 to the General Hospital and smaller sums to three other Protestant charities.

MESSRS. HIRAM WALKER & SONS announce that their distilling and malting business will hereafter be carried on by Hiram Walker &

Sons, Limited. Their hop, tobacco and other farms, lumber yard, planing mill, blacksmith shop, paint shop, and other similar industries, will be conducted as Walker, Sons & Co., while their Windsor and Walkerville town lots, dwellings, etc., will be merged in the Walkerville Land and Building Co., Ltd.

THE South Shore Steam Packet Company is having a new steamer built in Ayr, Scotland, for general trade between Halifax and Yarmouth—calling at the following ports on the west and south coasts of Nova Scotia: Lunenburg, Liverpool, Lockeport, Shelburne and Barrington. Her dimensions are: Length, 155 feet; breadth, 23 feet; depth, 10 feet, and she is to be ready by 1st May, 1891. She will be fitted with compound condensing engines of 80 horsepower and the guaranteed speed of 11 knots per hour. She will have a large saloon and staterooms amidships, smoking room on deck, aft, and two holds for cargo.

AFTER Barnsdale & Co., grocers of Stratford, closed their branch store in Mitchell in January last, Charles Pollner, who had been in charge of the store, took over the stock, and has up to the present continued on his own account. He now makes an assignment.—We referred last week to the troubles of Joseph Lowrie, manufacturer of carriages at Sarnia. His assignment is now announced.—H. F. Sinclair & Co., general merchants at Sault Ste. Marie, have found their brief experience in that town to have been anything but favorable. They opened last May, and have now closed. The liabilities are placed at \$12,300, due principally to Montreal creditors.

A CARRIAGE company in Montreal offered to establish its factory in Sherbrooke on condition that it was given exemption from taxes for 15 years, and that enough stock was taken to give them cash enough to buy land and buildings, with power, and close to railway tracks, besides offices, sample, stock, and store-rooms, &c., &c., &c., &c. The company promised to commence with about 25 to 50 hands and increase to about 100 or over, and to pay \$25,000 per annum in labor. The city of Sherbrooke "couldn't see it," however, and its secretary was instructed to write to Mr. Rodden and say that the council cannot hold out the inducements mentioned.

AFTER his failure in 1888, the wife of A. L. Grover, dry goods dealer at Dresden, bought in the stock from creditors and continued the business under the style of Grover & Co. Now she has assigned. It is thought that her mainstay was some London, Ont., creditor.—The name of Suckling, Cassidy & Co. is a familiar one to the trade of Canada. This firm has had the handling of the principal bankrupt stocks in Ontario, and the announcement that they themselves are insolvent will be heard with general surprise. They succeeded to the trade auction business of Peter Ryan, and had very good prospects. Unfortunately they were rather free in making advances on merchandise to some firms which afterwards failed, and their losses were too great a strain on their limited capital.

FOR six years Joseph Bloor, a wagon-maker of Bervie, has found it difficult to make ends meet. He has just assigned.—Removing from Buffalo, N.Y., to Hagersville, N. J. Baxter has done a good trade at the latter place, but it is thought that his stock was too heavy for his capital, and he has assigned.—When the general store firm of Langman & Sills, of Hagersville, dissolved in June, the last-named left for Manitoba, taking with him the stock, and agreeing to pay all liabilities. But we are told that quite a few debts have been left un-

settled, a fact that, perhaps, accounts for the assignment of his late partner, J. C. Langman.

THE first flour train of the season between Minneapolis and Providence, R.I., has just passed over the C.A.R., C.P.R. and Central Vermont roads. The train was a Canada Atlantic fast freight, and made the distance, 1,480 miles, in less than eight days. The load belonged to Crosby & Co., of Brattleboro, Vt.

THE Ontario Telephone Company held its first meeting last Wednesday at Peterboro, when between thirty and forty persons were present. Mr. J. Kendry, chairman of the provisional board, occupied the chair, and Mr. E. E. Bell acted as secretary. The report of Mr. Frye, superintendent, was adopted. It stated that there had been purchased 326 poles, and that over 300 had been placed. The first instalment of 100 telephones has arrived and will shortly be placed. It was stated that over 230 subscribers have been secured, and the stock of the company was pretty well distributed through the town of Peterboro. Directors and officers were elected as under:—Messrs. Jas. Kendry, J. A. Wright (Montreal), Geo. Edmison, C. H. Clementi, Arthur Stevenson, R. B. Rogers, and A. L. Davis. The directors chose the president, Jas. Kendry; vice-president, Geo. Edmison; secretary (pro tem.), F. E. Bell.

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