

BUSINESS CHANGES FOR JULY.

J. Anderson, jeweller, Oshawa, selling stock at auction; Wm. Ball, hardware and tins, Chatham, has sold out; W. C. Milner, watches, London, out of business; Geo. Draper, hardware, Moorefield, removing to Manitoba; Jas. Stewart, fancy goods, Napance, dead; John Tanish & Co., paints, Toronto, compromising with their creditors; C. R. Kelly crockery, Yarmouth, N. S., assigned; Geo. F. Sproule, fancy goods, Brantford, removed to Toronto and purchased the retail business of Cobban & Co.; Cobban Mfg Co., picture frames, Toronto, sold out to Geo. F. Sproule, of Brantford.

BUSINESS NOTES.

The copper mines in the Lake Superior region have paid over \$29,000,000 in dividends.

We understand that Mr. H. Smith, of the firm of Smith & Fudger, of this city, arrived in New York from England on Saturday last.

A NEW steamship is building on the Clyde for the Dominion Steamship Company, which it is stated will exceed the Burden of the Allan steamship "Parisian" by three hundred tons. The name of the new craft is to be the "Vancouver."

DELMONICO's nephew having secured a lease of the bars and refreshment rooms on the line of the Grand Trunk, the contract with Mr. Potter having been terminated, the sub-lessees are in a quandary.

MR. LOWE, of the firm of Zimmerman, McNaught & Co., has just arrived home from New York, where he has spent a couple of weeks in hunting up the latest novelties for the fall trade. He reports business booming in New York and good prospects ahead for fall trade.

We are pleased to hear of the safe arrival of Mr. W. F. Corrier of this city, from his European tour. He reports having bought a large and varied assortment of Fancy Goods suitable for this market, which our readers will, no doubt, have an opportunity of seeing before the season closes.

THE following statistics regarding the operations of the Montreal Custom House during the fiscal year just closed, will prove interesting as showing the large amount of business activity that prevailed. The entries of imported goods were 73,922, the duties on which amounted to \$7,077,793.

THE sudden departure of E. J. Kirk, a jeweler in the Gravenhurst, was quite a surprise to his friends. He is a native of Coventry, Eng., and commenced business in the village of Gravenhurst some twelve months ago. His stock was valued at \$800; this he brought with him from Old Country. No reason is assigned for his leave taking, but he is supposed to have been in debt.

THE extension of the Credit Valley from Ingersoll to St. Thomas is being rapidly pushed forward and it is expected that the road will be completed in the early part of September. The contractors have over 300 men on the works. St. Thomas will be 121 miles from Toronto by this new and direct line. The formal opening of the road, we understand, is fixed for Wednesday, October 5th.

We are glad to learn that Mr. H. Hale, Jeweller, of Brantford, has fully recovered from the financial difficulties which threatened to engulf him about this time last year. By dint of hard work and close attention to business he has built up a large, and we trust, a profitable business. We congratulate Mr. Hale upon his success and wish him continued prosperity in the future.

JOHN TAINSH, of Brantford, dealer in paints, etc., commenced business here about the first of the year, associating with himself one Johnston. The two members of the firm were to invest \$4,000 each in the business at Toronto, but they were not long at it when they found they were losing money. Now they are trying to get their creditors to share half of their losses by accepting 50 per cent, but this the creditors decline. Mr. Tainsh was supposed to be in a good position when he confined his business to Brantford.

Complaints reach us of delays in the delivery of freight sent over the Grand Trunk railway. Besides this, were are assured that information in regard to freight is very unsatisfactorily given, if given at all. That these complaints are not unfounded is shown by the fact that merchants wanting prompt delivery of their goods have them shipped by way of New York Toronto merchants sum up the grand trunk officials as being "slow, uncivil and disobliging." In these days, when there is so much talk of the construction of rival roads to the east as competitors to the Grand Trunk, the heads of that institution should see that ground is not given for complaint by the delay of freight or the incivility of those who have charge of it.

Montary Times says: We hear of the departure of Mr. F. Armstrong, storekeeper of Maynooth, Ont., who recently disposed of his stock en bloc and left for "parts unknown," leaving sorrowing creditors without two grains of comfort. His style of doing business, was, in the opinion of merchants in the locality, highly detrimental to solvent traders, during his short career. And one of them writes: "I would like to know when will wholesale men discontinue crediting parties who have neither experience, capacity nor capital." We are unable to reply satisfactorily to our correspondent's enquiry. We should be glad if we could say by authority:

"WHOLESALE MERCHANTS IN CANADA WILL, FROM DOMINION DAY, 1891, CEASE TO SELL GOODS ON CREDIT TO RETAILERS WHO HAVE NO CAPITAL, AND WHO HAVE SHOWN NEITHER BUSINESS EXPERIENCE NOR ABILITY"

This announcement would be the most important to the trade ever made through the columns of this journal. But we cannot see the signs which would justify us in predicting any such healthy and general resolve. In spite of losses and warnings, credits are still given too readily. A few prudent importers do draw a wholesome line and adhere to it, but the many seem to think that "the times are good" and that this justifies dangerous risks.

Some of the peculiarities of the Dominion mail service are truly astonishing. If a resident of Listowel, for instance, wishes to send a letter to Dorking, a distance of twelve miles, it goes by stage a distance of twenty-two miles to Mitchell, thence by rail to Stratford, thence to Berlin, thence by stage to Elmira, Glenallen, and ultimately to its destination. Mails to Tralce, five miles east of Listowel, are conveyed by stage and train about sixty miles round by Stratford.

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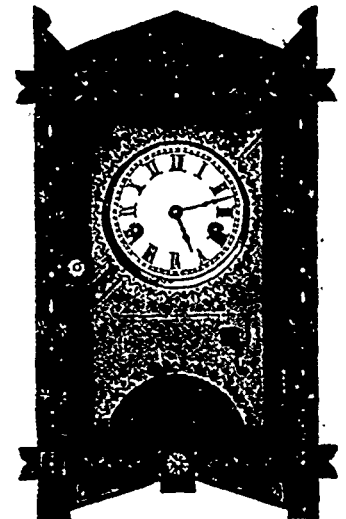
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