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ST. BONIFACE, Man., council will instal an artesian system of waterworks at a cost of \$80,000.

It is estimated that the Winnipeg Industrial Fair management will have a balance in hand of about \$4,209.



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Mercantile Summary.

A COMPANY with a capital of \$100,000 has been formed, under the name of the Brandon (Man.) Brick and Lumber Co., to manufacture those articles at that place.

THE real estate, assets, plant, machinery, etc., of the Strathcona Rubber Co., Ltd., Montreal, is being put up for sale to the highest bidder under the winding up act.

A SMALL storekeeper, named N. Reid, of Ste. Philomene, Que., has made a proposition to pay his creditors 25 per cent of their claims. He is said to owe less than \$1,000.

A STEAMER from Antwerp brought into Sydney on Thursday of last week a large quantity of machinery for the new rail and finishing mills of the Dominion Iron and Steel Co. On the next day a gang of men began work on the foundations for the machinery for the new rod mill. the machinery was from Germany.

On Friday last the civic board of works of Ottawa met in order, among other things, to buy a new steam roller. Tenders were asked for, with instructions from the council that Canadian manufacturers be given the preference. Not one tender was received from a Canadian, and the order went to a Brooklyn firm.

THE Rainy River Pulp and Paper Co., of which Hon. Geo. E. Foster is one of the directors, has secured from the Ontario Government a concession of 270 square miles of timber limits, comprising banksian pine, poplar, spruce, tamarac and cedar. It is making preliminary surveys for flumes, dams and mills and intends erecting a thirty-ton mechanical pulp mill and a fifteen-ton chemical mill. A sawmill to do general lumbering business will also be erected. It is expected that the sawmill will be in operation next spring and the pulp mill by the spring of 1905.

THE ST. LAWRENCE ROUTE.

The article which we subjoin is from the Boston Transcript of August 22nd, but similar references to the growing importance of Montreal as a grain export point on the Atlantic have appeared in other American journals recently. It is evident that western corn bound for the seaboard is drifting more and more towards the St. Lawrence as the preferable route. It is certain that maize can be kept cooler in transit by using the water route than by carrying it all rail. The Transcript says:

Boston's corn exports continue to fall off, Montreal having become the principal shipping port on the Atlantic side for this commodity. The Boston shipments have declined about sixty per cent. and the New York shipments twenty-nine per cent. since the Dominion has made the Canadian port free. As matters now stand, grain for export can be shipped from Chicago to Liverpool via Montreal three cents a bushel cheaper than through Boston, in spite of the fact that this port has superior facilities for trans-

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