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Mercantile Summary.

THE by-law authorizing the Winnipeg school board to raise \$100,000 by sale of debentures for the erection of school houses was carried last week by a good majority.

THE largest piece of metal ever cast at the Canada Tool Works at Dundas was poured last week, being part of a powerful steam hammer. The casting will weigh about fourteen tons.

THE firm of R. Young & Son, of Carleton Place, N.B., prominent in business as general store-keepers and fish merchants, who were reported several months ago as compromising at 40 cents, have now assigned. —Orlando V. D. Jones, a druggist of St. John, N.B., is reported as closed up and left the city.

TORONTO parties have obtained Ontario letters patent for the carrying on of the Toronto Patent Agency, Limited; capital, \$25,000. The Hastings Hat and Cap Manufacturing Company, of London, Limited, capital stock \$24,000, is formed to acquire the business of Thomas William Hastings in that city.

WE regret not having room this week to reprint, nor even to notice so fully as we should like, the leaflet published by the editor of 'the Kamloops "Sentinel" in favor of a route via Klondyke to the Yukon country. The arguments in favor of this route are strongly put, one of them is that the Kamloops route traverses the gold belt all the way.

CREDITORS of W. Davis, dealer in boots and shoes, Ingersoll, met in London on Monday. They confirmed C. B. Armstrong as assignee, and resolved to wind up the estate. The inspectors are G. C. Gibbons, London; R. Miller and J. B. Davidson, St. Thomas, and M. Geary, Toronto. The liabilities are \$5,200, and the assets only half that sum.

MR. B. T. A. BELL has an article in this month's Mining Review objecting to the Government's policy in the Yukon. He calls Ogilvie's reports unreliable, not because Ogilvie is not honest, no one thinks that, but because he is not a miner. Mr. Bell is evidently apprehensive of ill results from exaggerated reports and excessive exploitation up there, though he is a believer in the richness of the Yukon.

NAVIGATION in Northumberland Strait and along the New Brunswick coast is early this year. A despatch of last week says a steamer crossed on the 13th to Point du Chene from Charlottetown and encountered no ice in the straits. There was then a little ice in Summerside harbor. Navigation in the straits 18 days earlier this spring than last year. Advice from St. John about the spring lumber fleet for that the steamship "Ar-

bela" cleared with three million feet for Liverpool last Friday, and the steamship "Simonside," then loading, would take a like amount or more.

THE architects of the city, says the Nelson Miner, are kept very busy preparing plans for new buildings to be erected during the coming summer. The prospects are that the appearance of the city will be more changed by the erection of new buildings and other improvements than during any other year in its history.

PROGRESS is being made with the new elevator at Coteau Landing, for the building of which John S. Metcalf & Co., of Chicago, have the contract, 200 men are at work on it. Goldie and McCulloch, of Galt, are furnishing the engine. The dimensions of the building are 200 feet in length by 90 wide and 168 high its capacity 100 cars per day.

A CONTRACTOR named David Hawthorn, of Scotstown, Que., has left the limits, and his assets are to be sold on the 22nd inst. —P. A. Perron, general store, Carleton, Que., has assigned to the court, on demand of Messrs. Campbell & Brodie, Quebec, and Geo. Manger, of Carleton, has been appointed provisional guardian. —A voluntary assignment is made by O. Lecuyer, who began hotel-keeping at St. Philippe, Que., two years ago. —J. C. Cheval in the shoe line at Waterloo, Que., is offering his creditors 30 per cent. on liabilities of \$3,000.

WE hear of the dissolution of the firm of Charles Boeckh & Sons, manufacturers of brushes, brooms and woodenware, Mr. C. Boeckh, senior, retiring. It was more than forty years since Mr. Charles Boeckh, sr., established himself in Toronto, and the reputation for thoroughness of workmanship, integrity of character and strict attention to business, which he long ago established, has been well maintained in the long interval. Mr. Boeckh has fairly earned his repose, and deserves the respect of his fellow citizens. The new firm will be known as Boeckh Bros. & Company, composed of E. C. Boeckh and C. Boeckh, jr., who will continue the business on the same lines and under their personal management. The business is now an extensive one, with a branch warehouse in Montreal, and the goods it produces are familiar throughout the land.

AN equinoctial gale at the beginning of the present month played havoc with timber ships in the North Sea. According to the Timber Trades Journal of April 2nd, the East Coast of Britain was strewn with stranded and water-logged ships and wrecked cargoes from the north of Europe, and from the whole of the coast line of the Baltic similar chronicles of disasters are reported. The wood cargoes consisted mainly of pit props and planed boards. Many of the vessels became unmanageable and were abandoned, whilst others capsized, and the loss of life has been very serious. Six ships were stranded; seven brigs or other vessels went ashore; five were waterlogged; a Swedish schooner sank in the Baltic; a Dutch schooner, board laden, disabled, was towed into Yarmouth; a Christiania schooner put into Portland, leaking; a steamer with wood cargo was ashore at Dunkirk. The north pier at Tynemouth, that took over forty years to build and cost the country more than two millions of money, was so injured as to be left practically a wreck, while North-bound colliers were unable to continue their journeys, and the coal trade of the North-East Coast was for a time brought almost to a standstill.

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