

ADDITIONAL SUMMARY.

THE Western Canada Loan Company has declared its usual dividend to-day.

J. S. FAIRLEY, lumber, Boiestown, N.B., and J. E. Clair, general dealer, Clair Station, N.B., offer compromises. J. W. Correll, dry goods, St. John, has assigned.

A DRY goods dealer in Ottawa, G. H. Megloughlin, who only began business there last spring, and was reported a few months ago as asking an extension of time, has now assigned to P. Larmonth.

MR. MAX MURDOCH, president last year of the Dominion Commercial Travellers' Association, is in the field for the presidency of that body, the other candidate for which is Hon. J. D. Roland, president for 1897.

PARTIES in Hamilton, Welland, and Glanford are incorporated by Ontario letters patent under the name of the Odorless Crematory Closet and General Heating Company, of Hamilton, limited, to make and sell closets and furnaces; capital \$24,000.

THERE is announced by the New York Herald, as being quietly organized and to be formally announced within a few days, an alliance of the companies engaged in making insulated wires and cables for electrical purposes. Among the companies interested is the General Electric.

THE Dominion Line steamship "Labrador" left Montreal on her last trip of the season on Saturday, taking a big cargo, viz.: 16,000 bushels wheat, 43,000 bushels corn, 3,000 cases canned meats, 3,000 pails lard, 1,500 boxes meats, 300 standard deals, 4,000 barrels apples, 200 tons pulp, 3,000 boxes cheese, 1,000 cases canned apples, 4,100 bags flour, 2,000 cases eggs, and 200 tons phosphate.

QUOTATIONS of lower province stocks, dated Halifax, 24th inst., received too late for insertion in the stock and bond report, are as under: Bank of Nova Scotia, 210 to 220; Bank B.N.A., 119 to 125; Merchants Bank of Halifax, 179 to 183; Union of Halifax, 137½ to 143; People's, 110½ to 114½; Halifax Banking Co., 147½ to 153; Commercial Bank of Windsor, 105 to 112; Bank of Yarmouth, 113 to 116; Exchange Bank of Yarmouth, 96 to 98.

R. YOUNG & SON are an old established firm of general merchants and fish exporters at Caraquet, who have always stood well heretofore. Lately they have made a considerable loss by the failure of a firm at Naples, Italy, to whom they consigned fish, also by the shipwreck of a cargo of fish to Oporto, Spain, and they are now asking creditors to accept a compromise at the rate of 60 cents in the dollar.

ARTHUR CASTONGUAY, many years in the milling business at Notre Dame de Lourdes, Que., has found it necessary to assign. He was burned out in 1896 with some loss, and rebuilt evidently beyond his means. He owes about \$6,000, and has assets of about \$5,000. Forty per cent. is offered creditors by E. Duckett, general dealer, St. Gregoire de Nicolet, Que. In 1893 he settled at 60c., and latterly has been travelling for a Montreal wholesale house, the business being principally managed by a clerk.

A SOMEWHAT prominent firm in Bridgewater, Nova Scotia, selling dry goods, has been obliged to assign. The concern has been reported a slow paying one for some time past, but was supposed to have a fair surplus. Mr. Logan is at present ill, and in the hospital in Halifax. Some \$10,000 to \$12,000 of liabilities are preferred.—Owen P. Hill, tailor, Halifax, N.S., reported as insolvent several week ago, is trying to get a settlement through at the rate of 50 cents on the dollar, spread over sixteen months, liabilities being about \$2,500.

ACCOUNTS continue to be given by the Canadian Pacific Railway of satisfactory transcontinental traffic over its line. The company is overhauling its rolling-stock as well as adding to it. The list of cars now shows 91 sleeping cars, 45 tourist cars, 15 diners and 8 private cars. The tourist cars will soon be centering in Winnipeg, because 20 of them will be required for the Christmas excursion business. Last year 13 were in use, which with the two each week returning from Seattle, were found to be sufficient. But the prospects are even better now than last season.

STOCKS IN MONTREAL.

MONTREAL, Nov. 24th, 1897.

Stocks.	Highest.	Lowest.	Total.	Closing Prices.		Average price same date 1896.
				Sellers.	Buyers.	
Montreal.....xd	239½	239	5	242	237½	225
Ontario.....xd	99½	99½	7	102	99	77½
Molson's.....xd	199	199	1	205	199	182
Toronto.....xd				237½	227	224
Jac. Cartier.....xd						
Merchants.....xd	183½	18½	10	187	183	168
Commerce.....xd						
Union.....xd						
M. Teleg.....xd	180	180	68	182½	179½	165
Rich. & Ont.....xd	107½	107	106	111	107	
Mont. St. Ry.....xd	234	232	2314	233½	233½	217½
do new stock.....xd	232	230½	414	231½	231	
Mont. Gas Co.....xd	187	186½	346	187	186	177
C. Pacific Ry.....xd	61½	80½	1450	81½	81½	56½
Ld. Grant bnds.....xd						
N.W. Land pfd.....xd	51	50½	250	52½	50½	107
Bell Tele.....xd	173	173	24	177½	172½	157½
Mont. 4% stock.....xd						

MONTREAL STREETS.

The requirements of the Montreal Road Department for 1898 were laid before a meeting of the Road Committee on Monday. It refers to the need of improved drainage, for lack of which so many suits are brought for floodings. The wooden block paving on Craig street, from Victoria square to Lacroix street. The balance of the street can be repaired at the cost of \$112,000. St. Catherine street wooden blocks can be repaired at a cost of \$18,000. The balance due on Notre Dame street paving is \$27,000.

On account of the many damages for floodings, caused by the city allowing the municipalities to connect their sewers with the city system, the engineer suggests, to temporarily avoid these damages, to build an overflow on Alexander to intercept the water, and also storm overflow at the east end of St. Catherine street, to relieve the Coteau Barron main sewer, at a cost of \$24,330.

There should be constructed a relieving sewer on St. James street, from McGill street to the western city limits, at a cost of \$103,871. This sewer is necessitated by the municipalities of St. Henri and St. Cunegonde having diverted the Little St. Pierre river into their sewers, which are connected with the St. James street sewer, consequently overflowing the last mentioned sewer. It will also be necessary to build a main sewer to drain the northeast portion of the city, and also the new St. Denis Ward, which ward naturally drains towards the Back River, but as it would cost a large sum of money to drain in that direction, I propose to connect the drainage of that ward with the proposed de Livis street sewer; this main sewer is absolutely necessary to be built if the city continues to increase in that direction; the cost of the same will be \$332,000.

The engineer says there are three thousand two hundred gullies wanted throughout the city at a cost of \$144,000. Say that 25 per cent. are built this next year, this would cost \$36,000. Across the Grand Trunk Railway tracks, a bridge which is absolutely necessary to carry the traffic in that portion of the city will cost \$116,250. The Canadian Pacific Railway Company owes the city \$35,800, if the court decides against them in this matter. We therefore owe the contractors \$424,000.

It will be absolutely necessary to spend, he says, say \$50,000, over and above our annual appropriations for plank sidewalks, on account of the accidents which are occurring daily, and for which claims against the city are taken.

The total amount of the appropriation needed by the Road Committee for next year, will in consequence be \$1,088,410.

A FOOLISH COMBINATION PLAN.

That trade combinations often cause serious injury to the best interests of commerce is every day indicated by the practical workings of these associations. An instance in point lies in the fruit trade. The control of the business of exporting Persian dates is largely in the hands of English merchants, who have associated with them the Bussorah packers. The trade interests have been united in a combination, one of the purposes of which is to regulate market supplies and to prevent new

goods from coming on the market until stocks of the old have been exhausted. All the shipments are regulated. Recently the steamer "Laristan" arrived in London, laden with dates, one week earlier than was expected. The combination agents, however, refused to allow her to discharge her cargo, in spite of the fact that convenient transshipments to Canada and the United States could have been made. As a prominent New York importing firm says: "These arrangements are made in order to force buyers to use up the stock of old crop, but advices from London are to the effect that the old goods have not yet been moved off, and, to us, it appears sheer idiocy to sacrifice the very choicest consuming period of the new crop in order to work off a few boxes of old, as the majority of buyers only wish the new fruit, and will not have the old at any price, even though the quality is good."

TRANSACTIONS ON TORONTO STOCK EXCHANGE.

We last week reported the transfer of six shares of Farmers' Loan Company's stock, which, it was evident, was a mistake, that company being in liquidation. The Dominion Savings sold at the rate mentioned, 76½. The following are the transactions for the past week: Ontario Bank, 102 shares at 100½; Bank of Commerce, 91 at 134; Imperial Bank, 16 at 188½-188½; Dominion Bank, 20 at 252; Western Assurance, 200 at 166½-167; Consumers' Gas, 38 at 210-212; C.P.R. Stock, 430 at 79½-81; Toronto Electric, old, 34 at 132-133; new, 45 6-7 at 110½-111; Commercial Cable, 220 at 181½-182; Commercial Cable, registered bonds, \$8,700, at 104½-104½; Toronto Street Railway, 176 at 83-84; Canada North-West Land, common, 187 at 12; Canada Permanent Loan Company, 28 at 112-113; 20 at 98-99½, 20 per cent. Freehold Loan Company, 44 at 90.

NORTH-WEST BUTTER IN BRITAIN.

The Dominion Department of Agriculture exported recently a considerable quantity of butter made at the Government creameries in the North-West Territories. The prices realized were comparatively large, but not as satisfactory as was hoped for on account of a glut in British markets when the shipments were received. George and John Nickson & Co., Liverpool, write as to this transaction under date November 10th, as follows: "Enclosed herewith we have pleasure in handing you account of sales for butter ex "Labrador." We regret that your shipment to us should have met with such a depressed market as ours has been for the last three months, which is chiefly owing to the very open weather we have experienced during that time. We are pleased to be able to report the quality of butter shipped by you very satisfactory, and with regular shipments we are certain we could build up a demand for your brands." Similar letters have been received, with satisfactory account sales, from Messrs Andrew Clement & Sons, Manchester, and Messrs. Hodgson Bros., Liverpool.

—Cowansville has organized a fire brigade with the following officers: 1st chief, Ed. O'Halloran; 2nd chief, J. C. McKinnon; 3rd chief, Dr. Cotton; captains, George Sisco and George Boright; secretary, W. N. Gibson.

—The Winnipeg Commercial of last Monday says: "A new freight tariff on cattle in car loads to St Paul, Minneapolis, Como, Minneapolis Junction, and Minnesota Transfer via Neche, has been issued. Among the quotations are the following per 100 pounds: From Winnipeg to the points named, 30 cents, Manitou 28½, Killarney 30, Souris 35, Carman 2½, Glenboro 30, Portage la Prairie 35, Brandon 35, Yorkton 44½, Minnedosa 35. Reduced rates are made this season on coal shipped from the Souris mines. To points within 100 miles of the mines, the rate has been reduced from \$1.50 to \$1 per ton. To points distant from 100 to 200 miles from the mines, the reduction is not so great, gradually decreasing as the distance from the mines decreases. For points over 200 miles distant there is no reduction, the rates remaining the same as last year. The rate to Winnipeg is \$2.25 per ton, which is the same as last year."