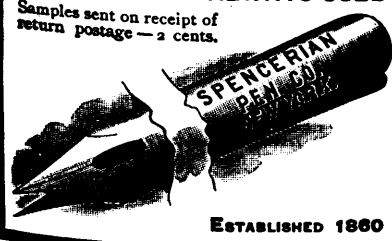


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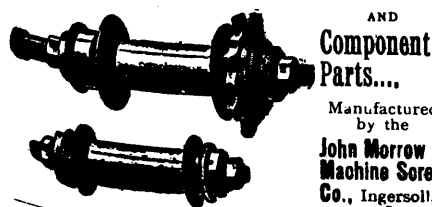
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Mercantile Summary.

EXAMINATIONS of the Institute of Actuaries will be held in Montreal and Toronto on Friday and Saturday, April 22-23, 1898. The supervisors in Toronto are A. G. Ramsay, F.I.A., and Wm. McCabe, F.I.A.

It is reported that American hardware is likely to supplant English and Continental manufactures in Australia, both as regards prices and its adaptability to customers' requirements. In barbed wire, axes and files they have had the advantage for some time, while their wire nails, edged tools, wood handles, coach furniture, steel boring bits and tubing are rapidly supplanting those of their competitors. Furthermore, the Americans are using English trade terms in order to monopolize this class of goods, and are successfully catering to their customers' requirements in every case. A few months ago the first shipment of pig iron was delivered, since when several quantities have followed suit.—*Hardwareman*, London, Eng.

FROM the opening of navigation to September 25, says the *Star*, the aggregate shipment of corn, wheat, peas and oats from the port of Montreal was 17,408,141 bushels, as against 12,061,459 bushels for the corresponding dates last year. This is an increase of 5,346,682 bushels for the present season. In detail the shipment of these four products of the soil are as follows: Wheat, 5,289,867 bushels; corn, 7,260,287 bushels; peas, 1,283,945 bushels, and oats, 3,574,042 bushels. When the figures are thought over and digested, there are good reasons why the shipping men are lodging no complaints for lack of cargo, and a general air of prosperity pervades the city. Not the least interesting point in this influx of trade which Montreal is now enjoying is the very heavy cargoes being shipped. For instance, the "Arabian," of the Hamburg-American line, which vessel unfortunately went aground just above Quebec recently, had on board 213,000 bushels of grain. The "Glenarm Head," now on her voyage to Belfast, took out from this port 90,000 bushels of wheat, corn and peas. The "British Trader," sailing on Sept. 21, had on board 81,000 bushels of wheat and corn, and the "Rossmore," which sailed on Sept. 22 for Liverpool, had in her hold 83,000 bushels of wheat and corn. The "Ormidale," on her last trip had taken 108,000 bushels of grain, besides some 6,000 sacks of flour. The "Madura," which vessel sailed on Sept. 7, had the following cargo on board: Peas, 51,000; barley, 53,000; wheat, 47,000; and corn 14,000 bushels. This enormous shipment was made by Crane & Baird, of this city. The steamship "Montcalm," clearing for Bristol on September 16, had a cargo consisting of 149,000 bushels of wheat, corn and oats, while the "Parkmore," for London, sailing a couple of days later, had 58,000 bushels of corn among her cargo. The Allan liner "Brazilian" sailed on Sept. 14 with 78,000 bushels of wheat, corn and oats, and the "Carlisle City" sailed for Antwerp and Hamburg with 81,000 bushels of grain on Sept. 8. The steamship "Merrimac" cleared on Sept. 11 with 77,000 bushels of wheat and 43,000 bushels of corn under her hatches.

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