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MONTREAL

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MEAFORD—Grey County. C. H. JAY & CO'Y.
Bankers, Financiers and Canadian Express Co.
Agents. Money to loan

GEORGE F. JEWELL, F.C.A., Public Accountant
and Auditor. Office, 361 Dundas Street, London,
Ont.

COUNTIES Grey and Bruce collections made on commission, lands valued and sold, notices served. A general financial business transacted. Leading loan companies, lawyers and wholesale merchants given as references

H. H. MILLER, Hanover

JOHN RUTHERFORD,
OWEN SOUND, ONT.

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Lands valued and sold; Notices served; Fire, Life and Plate Glass Insurance; several factory and mill sites in good locations to dispose of. Loans effected. Best of references.

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D. W. ALEXANDER, - Gen. Mgr. for Canada.
42 King Street West, Toronto.

Mercantile Summary.

N. BENETEAU'S waggon and carriage factory at Windsor, Ont. was damaged by fire last Sunday to the extent of \$3,000.

LEVIS, Que. council has signed a contract with Dussault & Power for the construction of a waterworks system within three years. The price is \$287,000.

THE returns for customs receipts at Vancouver during the past year amounted to \$110,136 as compared with \$100,094 for the previous year. The exports amounted to \$409,297 as against \$376,223 in 1902.

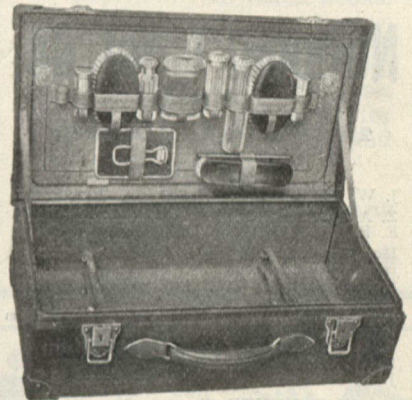
A LETTER from Niagara Falls, Ont., states that Mr. A. J. Wright, representing a Buffalo Syndicate, has purchased some 2,000 acres of land near the Canadian Power Works, which will be laid out in factory sites and suburban residences. The price, it is understood, was something under \$500,000.

It is stated that Canadian and American capitalists have received a contract from the Government of Guatemala to complete the Northern Railway by extending it some sixty miles to Guatemala City, thus bringing the interior of this rich country within four days' journey of New Orleans. It will also transfer practically the whole of Guatemala's commerce from the Pacific to the Atlantic side, which is expected to be of great and lasting benefit.

FROM an annual circular issued by the Allen Steamship Line, we gather that during the year 1903, their vessels carried from Liverpool, Moville and Glasgow to Canada and the United States no fewer than 54,502 passengers. One interesting feature of the report for past years is the fact that in each recent decade, the first three or four years have been prosperous and have been distinguished for their heavy passenger business, while following years have shown marked declines. The company has recently issued a booklet for the use of second and third-class passengers, which is full of information for introducing settlers in Canada.

An improvement in the mail service between Canada and Great Britain is to be inaugurated in August next. The Allen line is having built two 17-knot steamers and these, together with the Tunisian and the Bavarian will be the regular mail steamers. Quebec is to be the terminal port in summer, but the vessels may continue to Montreal. St. John is to be the regular winter terminal port, but Halifax will be called at both ways. The 17-knot boats are to make the distance between Moville and Rimouski in six days and between Moville and Halifax in six and a half days, while the Tunisian and Bavarian are given seven days for the summer service and seven and a half for the winter. The subsidy to be paid is £2,000 for each round trip of the new steamers, £1,000 for the Tunisian and Bavarian, and £500 for the other vessels in summer and £750 in winter.

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