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Reference—Bank of British North America.

## Mercantile Summary.

THE Berlin brush works have removed  
to Waterloo.

THE shareholders of the Noxon Manu-  
facturing Company have elected a new  
board of directors. It is now composed  
of Wm. Watterworth, R. H. Cotter, C. C.  
L. Wilson, H. Irwin and C. W. Riley. It  
was also proposed at the meeting to  
amend the firm's by-laws, so as to  
permit of the introduction into the firm of  
certain employees as shareholders.

WORD comes from Nelson, B.C., under  
date of November 13th, that James J. Hill  
will immediately start building his new  
British Columbia railroad from Bonner's  
Ferry, Idaho, to Nelson. The contract  
was let there recently to Folliott &  
Guthrie. The line will be 60 miles long  
and is to be known as the Nelson & Bed-  
dington railroad. This will give the  
Great Northern a second artery in the  
northern British Columbia mineral fields.

CHARLOTTETOWN advices of 16th inst.  
say that a schooner sailed from New Lon-  
don, or French River, Prince Edward  
Island, with produce for Pictou, and an-  
other is loading, while two schooners  
cleared for Lunenburg, N.S. Mr. T. J.  
Dillon has shipped from that province to  
Great Britain, 18,181 boxes of cheese,  
valued at \$101,813, and from Nova Scotia  
and New Brunswick he has shipped to the  
same market 9,864 boxes, valued at \$61,-  
238. The same despatch gives market  
prices at Charlottetown as follows: Oats  
are 28c., potatoes, 25c.; turnips, 10c.;  
pork, 5¼c.

NOTWITHSTANDING the many steamers  
that were out of employment when the  
Alaska business declined, says The Vic-  
toria Times, it is a significant fact that the  
tramp steamer is conspicuously absent in  
the wheat carrying trade. The majority of  
the wanderers are finding paying traffic,  
it is said, in Chinese and others waters,  
and have not looked to the wheat trade  
for business. Another notable fact is the  
absence of steel and iron sailing vessels  
in the trade. Yesterday another big  
wooden ship was chartered, there being no  
metal vessels available. Wooden vessels  
are usually seldom engaged for carrying  
grain, as they cannot stand as much as an  
iron vessel.

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JOHN HALLAM, Toronto, Special Agent for Beam  
Warps for Ontario.

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voice, the required place in the book is found  
instantly.
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order distributed through a considerable  
period of time, or several orders combined  
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