

OF

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**Mercantile Summary.**

V. J. Hedden & Sons Company, Limited, intend to carry on a general builders' and contractors' business in Toronto, with a capital of \$100,000.

A. A. Barthelmes & Co., Limited, Toronto, with a capital of \$200,000, have a charter from the Ontario Government to make and deal in musical instruments and acquire the business of A.A. Barthelmes.

The Northern Exploration Company, Limited, share capital \$100,000, has been granted a charter by the Ontario Government to carry on a mining, milling, reduction and development company's business, with incidental powers. F. M. Perry, M.E., and Stair Lander, of Toronto, are interested.

A by-law to give a bonus of \$25,000 to the James Bay Railway to establish a divisional point and erect machine and car repair shops at Parry Sound was defeated in one ward of that town, but one to raise \$20,000 for the improvement of the local electric light plant carried by a large majority.

Early this week it was reported in Winnipeg as an indication of the active grain movement which has been going on this season that two and a half million bushels of wheat have been marketed at Canadian Northern Railway points, of which amount one and a half million bushels have passed through Winnipeg to the lake ports. During the whole month of September last year only 650,000 bushels were delivered to the C.N.R., and 327,000 bushels shipped to the Lake Superior elevators.

In January last E. S. Giffin, of Lockeport, N.S., bought out the general store business of J. W. Giffin & Co. Now, in October, he writes creditors that he finds he is not in a position to meet his maturing obligations, and proposes that they accept 50 per cent. of their claims, which they are not likely to do without further explanations.—A. W. McDonald, general dealer at Hopewell, N.S., lately reported as seeking compromise indulgence, has now assigned. The account has been found of a slow, unsatisfactory character for some time past.

The Richelieu and Ontario Navigation Company have decided on making several important improvements to their service before next season, owing to the great increase in their business. The plans are said to include the building of another vessel of about the size of the new "Montreal," to ply between Montreal and Quebec, two new steamers to ply between Montreal and Prescott, and the lengthening out of the steamer "Toronto," so that forty additional staterooms may be gained. It is planned to make the two steamers operating between Montreal and Prescott have a capacity of fifteen hundred passengers each. That is, that they will having dining accommodation for 1,500, as compared with 600 as at present.

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James Wilson, the claims agent for the Canadian Pacific Railway at Toronto, died suddenly while seated in his office chair on Saturday morning. He had been connected with railroad interests all his life, and was appointed in 1890 to his late position, which he filled with satisfaction to all.

Our Saint John letter mentioned, a fortnight ago, the difficulties of some tow-boat men, arising from low water in the St. John river. We now learn that Parker Glasier, of St. John, N.B., doing business as a tugboat owner, under the style of D. D. Glasier & Co., has been obliged to assign as the result of late unfavorable conditions of business in his line. The liabilities are quoted at about \$10,000, while he shows apparent assets of some \$20,000.—Oscar Silverstein, dealing in cigars in the same city, is offering his creditors 35 per cent. on liabilities of about \$5,000.

A Portland, Ore., paper says that retaliation upon the Hill lines for building the Portland and Seattle Railroad to reach Portland by the water level route along the Columbia river will come in the form of new traffic agreements, by which the Oregon Railroad and Navigation Company will admit the Canadian Pacific into the Columbia basin, through the Spokane gateway, and through such an arrangement use it as a weapon to combat the Northern Pacific and Great Northern Railways, their most aggressive competitors for northern traffic. By such an adjustment the present traffic agreement with the Great Northern would be abrogated and the Harriman lines would be in the advantageous position to offer Northern routing where desired, either for freight or passenger traffic, and prevent either of the rival competing roads sharing in earnings derived by such service. Another report says that the Great Northern is behind the new road, which is being built by Canadians, under the name of the Brandon, Saskatchewan and Hudson's Bay Railway.

OIL—SMELTER—MINES—TIMBER

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