

THE bill to incorporate the Kettle Creek Railway into the Boundary district of British Columbia, known as D. C. Corbin's road, has passed the committee of the Commons.

NEGOTIATIONS have been going on for some time between the Toronto Rubber Shoe Manufacturing Company and the municipality of Hull, Que., looking to the transfer of the works of the company from Port Dalhousie, on the Welland Canal, to the first-named place. Mr. Thomas Robinson, of Montreal, president, and Mr. R. H. Greene, of Toronto, manager, have been conferring with the Hull authorities. On Monday last, a by-law offering a bonus to the company, was submitted to the ratepayers of Hull, and was carried by the extraordinary majority of more than 600, the figures being 639 for to 18 against. The bonus agreed upon is \$30,000. The company will use water power from the Chaudiere. Its capacity is about 8,000 pairs per day. The company proposes to erect, at Hull, a main brick building, four stories high, and 60 by 150 feet, and a warehouse 50 by 150 feet, possibly also a heater building, with a cement and varnish house attached. At present they employ about 210 men, and in their agreement with Hull, bind themselves to pay \$75,000 in salaries a year. In case the company defaults within five years they are to refund the entire bonus, and if in ten years \$21,000. Various places have made proposals to this company, among them Peterboro, Cornwall and Sherbrooke, but it decided in favor of Hull. In all likelihood, the works will take five or six months to build.

Business Chance or Situation Wanted

A young man of good business abilities and fifteen years experience in office work, wants situation or partnership in good business or a manufacturing concern. Best of references. Can invest some capital. BOX D, Monetary Times, Toronto.

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Sold in $\frac{1}{2}$ lb., $\frac{3}{4}$ lb. and 1 lb. Tins only. Absolutely Pure.



Soulanges Canal.

NOTICE TO CONTRACTORS.

Sealed Tenders addressed to the undersigned, and endorsed: "Tender for Power House," will be received at this office until Sixteen o'clock on the 2nd of April, 1898, for the construction of a Power House (excepting the iron roof), on Section No. 3.

Plans and Specification of the work can be seen on and after the 24th day of March, 1898, at the office of the Chief Engineer of the Department of Railways and Canals, Ottawa. Printed Forms of Tender can be obtained at the place named.

In the case of firms there must be attached to the actual signatures of the full name, the nature of the occupation and residence of each member of the same, and further, an accepted bank cheque for the sum of \$1,000 must accompany the tender. This accepted cheque must be endorsed over to the Minister of Railways and Canals, and will be forfeited if the party tendering declines entering into contract for the work at the rates and on the terms stated in the offer submitted.

The accepted cheque thus sent in will be returned to the respective parties whose tenders are not accepted.

The Department does not bind itself to accept the lowest or any tender.

By order,

L. K. JONES,

Secretary.

Department of Railways and Canals,
Ottawa, 12th March, 1898.

Newspapers inserting this advertisement without authority from the Department will not be paid for it.

ABOUT three years ago George Adams bought the grocery stock of James Firstbrook at Acton, which amounted to about \$500. After struggling along for these years, he now assigns.

—R. A. Lattimer, publisher, Campbellford, makes an assignment, having been in business three years. His effects have been mortgaged for some time.—F. P. Spiciezka, a small fruit dealer in Hamilton, is in the hands of an assignee.

THE GRAND TRUNK HEAD OFFICES.

That a change should be made in the situation of the head offices of the Grand Trunk Railway to a point more near the centre of the system than Montreal, is so natural a proposal that one is not surprised to hear that it has been mooted by the new management of this road. Of course, Montreal does not like the proposal, and one of its leading newspapers says what we quoted last week, that "In Montreal they (the managers of the road) find themselves in the business centre of the system, and that is of more importance to them than being at the geographical axis." Yes; but in what sense is Montreal the business centre of the Grand Trunk system? She has the offices, the repair shops, car works, the great yard, but what share of the business of the road does Montreal or Montreal's province furnish? The great bulk of the freight business of the road comes from the west—whether grain, lumber, cattle or dead meat. Then the mileage of track east and south of Montreal, say 500 to 600 miles, is not one-sixth of the whole. Things have vastly changed in this respect in forty years.

Ontario has 6,568 miles of railway, and 2,560 miles of it belongs to the Grand Trunk. The company's total mileage is 4,186, and of this 823 is in the United States, and only 793 in Quebec—all the rest is in Ontario, which has a perfect net-work of Grand Trunk tracks, since that great system absorbed the old Great Western, the Northern, the Midland, the Toronto, Grey and Bruce and a dozen other lines, Toronto is the point at which the roads named converge, and Toronto is the greatest business station on the Grand Trunk in number of freight cars handled and in passenger traffic. She is nearest the centre of the net-work and has strong claims to consideration as the natural and proper point for the head offices.

As to the statement that the Grand Trunk authorities are using the threat of removing the headquarters westward because the Montreal City Council does not agree to grant their demand for Beaver Hall hill or Victoria square as a site for head offices to replace those at Point St. Charles, we think such demand, or such threat, if it has been made, an unworthy policy. Montreal's authorities are quite right to refuse to spoil one of her beautiful and necessary open spaces by making it the site of any building, however handsome. There are many other good sites in Montreal for such a structure. But if, as we prefer to believe, convenience and business policy are allowed to dictate where the head offices of the road are to be, no such consideration as a picturesque site near the eastern end will interfere with the placing of them more near the centre of the Grand Trunk Railway system.

Debentures.

Municipal Debentures bought and sold, also Government and Railway Bonds. Securities suitable for Investment by Trustees and Insurance Companies and for Deposit with the Government, always on hand.

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