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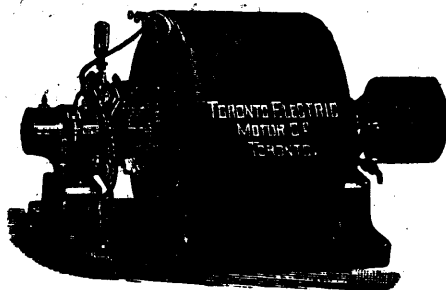
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TORONTO.

Mereantile Summary.

THE Rossland branch of the Western Federation of Miners is petitioning the Lieutenant-Governor-in-Council to appoint a Government mining inspector for the quartz mines of the Kootenay district.

THE Kingsville-Pelee Gas and Oil Co. have struck another gushing oil well on Pelee Island at a depth of 280 feet. The well was capped and pronounced far ahead of the last well struck on Finlay farm, which was a 25-barrel a day well.

J. A. RENAUD, a Montreal painter, has assigned, filing a schedule of debts amounting to \$25,952. A good many of these liabilities are in connection with the estate of his late father, which he assumed.—Mrs. M. D. Mallette, a small dry goods dealer, is insolvent.

J. S. ATKINSON & Co., lumber and general store, Albert, N.B., are reported failed. Their position has been regarded as precarious for some time past, suits against them being quite frequent. Mr. A. was of the firm of Atkinson & Son, who failed in '84.

WILSON & SELLERS, of St. John, N.B., engaged in the manufacture of burial caskets since 1893, have got into difficulties, and calling their creditors together a few days ago, made them an offer of 40 cents on the dollar on liabilities of \$2,500.

THE suspension of Parsons & Smith, crockery jobbers at Ottawa, was reported several days ago, and now they have made an assignment of their estate to Peter Larmonth. It is understood that their troubles are largely due to a disagreement of some months' standing between the partners. The firm dates from 1884, and had enjoyed a fair standing all along.

THE city of Montreal imposes a tax on bicycles. Needless to say it is not a popular measure. The sum is \$2 per bicycle, and when it fell due twenty days grace was given to those that had not paid. These days of grace expired on Friday last, and many wheelmen were down at the City Hall during the day to obtain their licenses. The tag is the form of a nickel shield, which is to be strapped round the front bar of the machine.

A MEETING of the creditors of the Montreal Waterproof Clothing Company was held on the 26th inst., when they submitted an offer of 25 cents on the dollar, payable in two, four and six months. The statement laid before the meeting showed direct liabilities \$52,525, indirect \$16,201. The assets were figured at \$48,700, of which some \$10,900 are held as collateral. The largest item of assets is book accounts, amounting to some \$19,200; of these \$13,400 are classed as bad and doubtful, which evidences little discrimination in the selection of the company's risks. This failure is eliciting more or less criticism in some quarters, seeing that it is reported the concern claimed a surplus of over \$15,000 only about six months ago.

THE Street Railway Company of Hamilton have at last completed an arrangement with the finance committee of the city council in regard to better terms, the effect of which is that the mileage, amounting to \$7,500 a year, be struck off and the percentage reduced from 6 to 5 per cent. on gross receipts under \$125,000, and from 6½ to 6 per cent. on all gross receipts up to \$150,000. In consideration of this concession the company will sell 36 limited tickets, or 28 regular tickets, for one dollar. It was proposed that the city should purchase a controlling interest in the road, but this was voted down by ten against eight votes.

Two sugar ships with cargoes for the Canadian Sugar Refinery arrived in port, Montreal. They are the Norwegian steamship "Loostakken" and the British steamship "Queen Adelaide." Both are from Dantzic in the West Indies.

THE longest train ever run over the Michigan Central Railway passed over that road on Monday last. It started from Windsor, and consisted of 110 new Erie flat cars. At St. Thomas 11 more cars were added, making a total of 121 cars. The train was 4,660 feet long (nearly a mile), and its total weight 1,798 tons.

ACCORDING to the Alberta Tribune of May 21st, published at Calgary, a shipment was made last week thence of two carloads of horses, one car purchased from the Elbow Park ranche, the rest from different parties in the district. They weighed from 1,400 to 1,600 pounds each. Mr. Keith predicts a bright future for the horse raising industry in Alberta, if intelligently conducted. The price realized was very satisfactory.

PEOPLE without money or muscle or trained hands are not wanted in the mining districts. A British Columbia paper says: "There are over 1,000 men out of work in Trail Creek and Rossland. Most of them are not skilled in mining or prospecting, and have been drawn to those camps thinking that ordinary work was plentiful. They have found out their mistake, and will have to suffer for it. The Kootenay does not want paupers, or people unsuited for a mining country. It wants capitalists and prospectors. Living is high, and the walking is awful tough. Tenderfeet had better stay away."

A MARKED compliment was paid last week to Mr. Frederic Nicholls, of Toronto, and to Canada through him, in the election of that gentleman to the presidency of the National Electric Light Association, on the occasion of the fourteenth annual gathering of that body in New York. Mr. Nicholls is indeed a busy man, being vice-president and general manager of the Canadian General Electric Co., a director of the Toronto Electric Light Co., president of the Brantford Street Railway Co., vice-president of the Peterborough Street Railway Co., secretary of the London Electric Light Co., and a director of several Canadian concerns of different kinds. He is also an extremely energetic man and has clearly made a strong impression upon the American leaders in the department with which he is most familiar.

THE death of Thomas F. Blackwood, Customs appraiser, who died at Montreal on Monday last, removes one of the best known men and one of the most conscientious officials known in Canadian business circles. Most persons who knew him were surprised that he had reached the age of 63 years. He had been long connected with the hardware trade both in Montreal and Toronto. In 1881 he entered the custom house as hardware appraiser, and occupied the position as chief appraiser at his death. He was also a member of the Board of Dominion Appraisers, and did much to make the puzzles and aggravations of the tariff more bearable to business men. In this connection, we express the hope that the Government will not appoint, in his place, a person unacquainted with the duties of the office. So far as we can learn, the feeling of the mercantile community is that Mr. Alex. Patterson—who has had many years training in this office—has often acted as *locum tenens* for Mr. Blackwood, and who has filled the office entirely during Mr. Blackwood's protracted illness, would make a very satisfactory successor to the deceased gentleman.