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Mercantile Summary.

THE Berlin Furniture Co.'s factory in Berlin is now completed, and work is going on apace.

A MONTREAL syndicate has taken over the Juno group of properties on Morning mountain, near the Athabasca.

THE Kingston Daily News thinks there are reasons for believing that the locomotive works will remain in that city, in spite of current reports of last week. They may be closed down temporarily, but the chances are greatly against absolute removal.

WE are informed that the general store business carried on at New Lowell, Ont., by A. H. Carter, for the last seven years, has been disposed of to Newton Wilson, late of Red Wing, Ont. Mr. Carter has been in the general store business for something like a quarter of a century, and seems to have been very conservative. His dealings were altogether conducted, we are told, with Toronto wholesale houses. With one Toronto house, Davidson & Hay, limited, and their predecessors, his purchases during his whole business life amounted to \$104,000. It is gratifying to hear that Mr. Carter retires now to private life with a competency, and that his business career is not marred by any compromise.

AMONG the successful exhibitors at Paris we find the name of the Canada Paint Co., the medal being awarded for "Excellence in mineral pigments mined in Canada." It may be recalled that at the World's Fair, Chicago, this company took distinguished honors in this department in competition with some thirty American makers, and it is not surprising that in Paris they have met with similar success. We are told that the pigments on exhibition at Paris are the magnetic oxides and diamond graphites mined by the Canada Paint Company in the provinces of Quebec and New Brunswick, which are well-known to the trade in the Dominion. The exhibit is instructive, representing, as it does, the minerals in their various stages of manufacture—first, as mined; second, as prepared for the oil in varnishes and colors; third, as made and applied.

THE Marine Review states that there are now, either complete or in course of being built, some fifteen steel vessels of dimensions equal to the full capacity of the Canadian locks in the St. Lawrence river and which might readily make the passage to the Atlantic seaboard. The capacity of this type of vessel is about 3,000 tons on 18-ft draught. Of course in the passage of the St. Lawrence they could carry only part cargo, and on account of the 14-ft limit of draught in the St. Lawrence locks it is not expected that there would be any profit for any of them in trade to and from the seaboard. They were not built with this end in view, but it is hoped that they will be the forerunners of a large fleet of medium-size vessels built on the lakes for Atlantic seaboard trade, and built on the lakes because they can be built cheaper there than on the seaboard.

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