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MONTREAL

Mercantile Summary.

It is confidently expected that, with the cessation of the Indian plague, the rupee will, in that country, reach the par of 16d.

A MAGOG letter says that Mr. James Starke has reached that village from England, and will commence operations for the season on the Katevale Gold Mine and the Eastman Chrome Iron Mine of the Eastern Townships.

THE people of St. George's, Granby, Que., will commemorate the 60th year of Her Majesty's reign by erecting, at a cost of \$3,500, the Victoria Memorial Hall.

THE Northern Pacific crop report shows the growing crops along the Red River Valley could not be better, but further west, around Brandon, rain is badly needed.

THE first sod has been turned for the new railroad from Danville to Asbestos. The contract has been awarded to Mr. McCarthy, of Sherbrooke, and the cost of the road will be \$45,000.

APPLICATION is made at Ottawa for the incorporation by letters patent of the Abbey Effervescent Salt Co., headquarters Montreal; capital, \$500,000. The incorporators include Robert Mackay and J. N. Greenshields, of Montreal, and David Russell, of St. John, N.B.

A TOBACCONIST named Morice Gintzburger at Vancouver, is reported away, and his stock which was mortgaged has been sold.—A bailiff is in possession of the tailoring stock of Thomas Gray, in the same city, two of whose principal creditors obtained, a short time ago, judgment against him.

VICTORIA has had a good big share of the trade of the mining districts this spring, says the *Victoria Times*. The shipments to the mainland, both by the Canadian and American lines, have been the heaviest in the history of the city, and hundreds of parcels have been sent to the Yukon. Add to this the goods purchased by the numerous parties who have outfitted in Victoria for the mining regions. Messrs. Simon Leiser & Co., and the Hudson Bay Company, have recently made several large shipments to the mining districts.

IN 1895, it will be remembered, the Canadian sealing schooner "Beatrice" of the Pacific coast was seized by the United States cutter "Rush," on the ground that Captain Olsen had not entered in his log all the seals taken up till the date he was boarded. According to the Merchants' Shipping Act he was not required to complete the entries in his log until at least 24 hours after his arrival in port. The Lords commissioners have come to the conclusion that the owners and crew have good claims for compensation. Collector Milne has been asked to undertake the duty of investigating the claims and distributing the sums awarded to the claimants.

THE annual meeting of the Pharmaceutical Association of the Province of Quebec was held in Montreal last week, Mr. R. W. Williams, of Three Rivers, president, in the chair. A congratulatory jubilee message to the Queen was cabled during the progress of the meeting. The following were elected:—R. W. Williams, president, re-elected; C. J. Coventon, re-elected; J. Emile Roy, re-elected; J. E. Tremble, A. M. Macmillan and A. E. DuBerger. These gentlemen, with the following, who remained in office, will compose the council of the association for the year 1897-8: Messrs. Joseph Contant, S. Lachance, R. McNichols, Dr. J. Leduc, A. Robert, J. G. Barnabe.

THE sales of C.P.R. and Canadian North-West land properties for May exceeded those for the same month last year by 150 per cent. The aggregate value was in the neighborhood of \$75,000.

ALTHOUGH the office of the Dominion Bank on Princess street in Winnipeg was unfinished, the branch was opened there last week, the staff consisting of F. L. Patton, manager; M. S. Bogart, accountant; S. L. Jones, teller; Henry Warren, ledger keeper, and T. D. McGee, junior.

THE number of cases published in our summary columns, of storekeepers who, having branched out, and aimed to do too much business, have collapsed, gives point to the witticism of the Indianapolis *Journal*, which makes the fresh and sanguine junior partner say: "Don't you think we ought to extend our business a little?" But the senior, who has an older head and more experience, replies: "We will be blame lucky if we can extend our notes."

A SOMEWHAT startling proceeding, characterized by the mayor and corporation of the city as an outrage, was taken in Montreal last Friday, when a seizure for \$10,000, at the instance of some 88 persons, was taken, and bailiffs put in charge thereunder, of the city hall and other property belonging to the city. The seizure was made for the sum named, alleged to be due as law costs in an expropriation case. The city authorities say that no actions have ever been taken in court to satisfy the demands made, and that the case will be fought out to the bitter end.

PEOPLE have been working away for months, last year and this, to recover the treasure said to have been lost in the briny or hidden in the shores of ocean by Captain Kidd, the pirate, "as he sailed; as he sailed," somewhere in the beautiful Mahone Bay of Nova Scotia in years by-gone. A week ago some excitement was caused in the breasts of stockholders in the exploration company by the report that a find had been made. So there was a find made, but it was a find of old tools. Still the work goes on, and further developments are looked for with anxiety by those who have stock in the Oak Island Treasure Company.

A FIRM of general storekeepers, at Alexandria, Man., Birley & Agur, have assigned. Two years ago they began business with neither capital nor experience in trade, under which circumstances the only surprise is that they should continue so long.—About fifteen years ago, Alex. Gordon arrived from Scotland, in Winnipeg, where he opened a small shop for repairing shoes. In April, 1893, he changed his premises in the city, and added a stock of boots and shoes, ready-made, which he continued to increase until the amount exceeded \$5,000. He was always considered a safe, cautious man to trade, but lately this has proved disappointing, as his assignment is announced.

ON Saturday last, a transaction was closed at Port Arthur, transferring the charter of the Ontario River Railway from the first directors to W. and R. A. McKenzie, of Toronto. The charter was held by G. F. Burk, G. O. P. Clavet, A. J. McTelgue, R. E. Mitchell, L. M. Dwyer and T. A. Gorham, all of Port Arthur, and the new company is a large Canadian contracting firm. The new holders intend that the road shall start work at once, with or without a subsidy from the Dominion Government, and be built as far as the Mattawa Iron Range this fall. All the rights of the old charter making Port Arthur the terminus at this end of the road, giving the company running powers over the Port Arthur, Duluth and Western, are transferred.