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TORONTO.

Mercantile Summary.

The Boundary district of British Columbia shipped out last week 15,849 tons of ore, the chief shippers being the Granby, 10,740 tons, and Mother Lode, 3,160 tons. Total for this year up to date, 710,650 tons.

The Carter White Lead Company, of Chicago, will establish in Montreal a plant for making white lead. Material will be obtained from the Trail, B.C., refinery.

The Canadian Pacific Railway Company is having the ground between Lennoxville and Lake Megantic looked over with a view to the construction of a more direct route than the present, and with easier grades.

The rail and steel mills of the Illinois Steel Company, at Chicago, a branch of the U.S. Steel Corporation, have been closed for an indefinite period, throwing 3,000 men out of work. The cause of the shut-down is declared to be lack of business.

The Dominion Government has awarded the contract for supplying 40,000 ft. of 10-in. tubing for the post-office pneumatic tube system in Montreal and Toronto to a Glasgow, Scotland, firm. The cost will be \$1.32 per foot. The work of excavation and installing the tube will begin early next spring under the superintendence of Mr. John Galt, C.E., Toronto.

The Southern Light and Power Company has received from Toronto City Council permission under certain provisions to erect poles on Bloor Street from the western city limit to Keele Street, and also to carry wires across Indian Road, College Street and Sorauren Avenue to the Dundas Street bridges for the purpose of supplying power to the factories in that district.

The council of administration for the new railway department of McGill University has been appointed and will be composed as follows: Mr. Charles M. Hays, President of the Grand Trunk Pacific Railway; Sir Thomas Shaughnessy, President of the Canadian Pacific Railway; Messrs. C. B. Greenshields, R. B. Angus and C. J. Fleet. This council will act largely in an advisory capacity, but will also determine upon the curriculum to be adopted by the faculty.

Westmount (Montreal) council is presenting for the approval of the rate-payers a by-law to borrow \$225,000 on debentures payable in forty years with interest at 4 per cent. per annum, for the purpose of establishing an electric light plant for domestic and municipal purposes. The lighting of the streets is now done at a cost of \$90 per lamp per year, whereas it is figured that the municipality could do it at \$73.50 per year, and besides this it is believed the work could be combined with a process of incineration, for which a plant, if the by-law goes through, would be erected at the same time.

The Rat Portage Miner suggests the improvement of the navigation of Winnipeg River to Big Sandy Lake as important to the people of Rat Portage

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and Keewatin. The Board of Trade has made representations to the department of public works regarding the matter, and an official of the department will examine the river with a view to removing the obstructions. The proposed crossing of the Grand Trunk Pacific, says the Miner, is now said to be near the lower end of Big Sandy Lake, on the C.P.R. where there is water connection with the new transcontinental. Navigation of Winnipeg River, says the Miner, must be made practicable for boats of larger draft than those now running on the river. It will not only be of benefit to the towns, but also of distinct advantage to the Government in the construction of the G.T.P. line.

—In connection with the subject of "Humbugging the Englishman," to which we have devoted a good many articles, we have a letter this week from Mr. J. A. Hunter, Hipperholme, Halifax, England, referring to "Doctor" Griffin, about whose escapades English exporters are now at last aroused: "A note in an editorial (p. 546), interested me. You speak of a 'clever cheat of a Doctor' representing Montreal trade papers. One man told me that his firm had neither paid, nor been asked to pay, for advertisements that were undeniably ordered and inserted. That fact seemed to add the last touch of comedy to an amusing situation. I never chanced to see the individual, though I plainly remember a description received from various persons two or three years ago. The man toured the country in a gorgeous chariot with flunkies, and—I fancy—a gorgeous wife and resplendent family. He was dressed like a regency buck, with frills to his shirt and adornments all over his person. The splendor of the creature took the breath of his customers, but I surmise that a second tour will be somewhat of a disappointment. He did create a sensation temporarily, and—though I forget whether the fellow called himself Doctor—I imagine this one must be the same man." Speaking of advertising and advertising people, "a New Yorker (the owner or manager of a dry goods paper) was shown the door recently for telling a friend of mine that he had heard in several quarters that my friend's people were ruddy fools. No end of invitations to dinner could make affairs any more pleasant. Neither rudeness nor surface glory seem to do much for transatlantics in the long run."