

Call Options.

The following are the quotations on call options for 1, 2, and 3 months from London, England:—

	To mid. Jan.	To mid. Feb.	To mid. Mar.
Can. Pacific	2½	2½	4½
Atchison	2	2½	3
St. Paul	4	5	6
Eries	1½	1½	1½
Louis. and Nash.	2½	3½	5
Missouri K. and T.	1½	1½	1½
Norfolk and W	1½	2	2½
Ontario and W	1½	1½	1½
Reading	1½	1½	1½
Southern, com.	1½	1½	2½
South. Pacific	2	2½	3
U. S. Steel	1½	1½	2½
Union Pacific	2½	2½	3½
Wabash, pfd	1½	1½	2½
Baltimore	2½	3½	5

We are prepared to deal in options at the above prices. All transactions in options and for cash expire at 12 noon on contango day of the account in which the call is due. The amount paid for a call option entitles the giver to demand delivery of a stock at the option price, viz., the quotation ruling at the time when option is purchased. No interest is payable unless the call is exercised. Options can be closed at any time. We buy and sell options through the

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Debentures for Sale

The Municipality of Cornwallis, in Manitoba, offer \$8,000 of Debentures for sale at five per cent., running for fifteen years. The Municipality has no debenture debt. The money is required for bridges and roads. Applicants to purchase are requested to write to the undersigned for further particulars and information regarding the matter.

D. W. SHAW,

Sec'y-Treas., Brandon.

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The GEO. B. MEADOWS

Toronto Wire, Iron and Brass Works Co., Limited, 117 King St. West, TORONTO, CANADA

Mercantile Summary.

THE Dominion Government proposes to build iron bridges at McLeod and Lethbridge, Alta., the former to cost \$20,000 and the latter \$40,000.

MR. J. CARLING KELLY, president of the company which is to build the Brockville and Ottawa Railway, has just covered the ground to be traversed by the proposed line. He expresses confidence that it will be built within a year, there being no serious engineering difficulties in the way.

JAMES WRIGHT & Co., wholesale dealers in carriage hardware, bar iron, etc., have moved recently into their new building on Clarence street, London, Ont. This building, which is four stories high, and contains 40,000 square feet of floor space, is a creditable addition to the number of fine buildings occupied by the wholesale firms of that city.

THE Petrolia Packing Company is erecting a large plant at Petrolia, Ont. It is to cost in the neighborhood of \$60,000, and, according to Mr. H. Barrington, the manager, the building will be ready in about six weeks. The transportation facilities for the new establishment are all that could be desired, it being situated directly between two different railroads.

THE action in the, Exchequer Court, on behalf of the Dominion Iron and Steel Company, to recover \$196,567, the value of iron bounties, which had been withheld by the Dominion Auditor-General, under a difference of opinion as to what really constitutes pig iron, has gone in favor of the company, the court finding that pig iron includes that substance in a liquid or molten state, as well as in a solid form.

MR. H. C. MAGEE, a prospector, has discovered what he claims to be a veritable mountain of gold-bearing ore on the Jackamus river, a tributary of the Squamish, about forty-six miles from Vancouver. One lead, sampling \$2.20 to the ton, has been already traced several hundred feet. Several claims have already been staked, for though the ore is not particularly rich, yet there seems to be enormous quantities of it.

NEW YORK authorities are talking of a new canal through that State from the Great Lakes to the Atlantic. An Albany despatch says that Governor Odell favors the Lake Ontario route for a 1,000 ton barge canal, which he believes can be completed for an expenditure of sixty million dollars. State Engineer Bond estimates that the lake route will cost \$52,198,756. The route of the canal under this plan will be about as follows: Waterford to Cahoes by the old canal, Mohawk river to Rexford Flats and Little Falls, running north of Utica, passing south of Rome to Fort Bull, and then down Wood Creek to Oneida lake, Oneida river, and Oswego river to Lake Ontario. A new section of canal eighteen miles in length from Olcott to Lockport would connect with the Buffalo end of the old canal.

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