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GEO. GAUTHIER, a Montreal baker, is insolvent, and offers creditors 15 per cent. on \$1,600 that he owes. An assignment has been made by McGregor Bros., of the same city, manufacturers of lasts in a small way. They owe \$2,250.

MR. WM. MACKENZIE, president of the Canadian Northern Railroad, on his recent visit to England, was successful in placing over \$9,000,000 of railway debentures, which will admit of the extension of the line from Grandview to Edmonton, a distance of 620 miles, and the completion of the line from Prince Albert east, comprising about 100 miles.

## Mercantile Summary.

THE Grand Trunk Railway is understood to be seeking a subsidy from the Ontario Government for a branch line, which the company proposes building to connect from the main line of the Grand Trunk Pacific to Port Arthur.

THE tanning firm of N. Gourdeau & Co., Quebec, whose failure we lately noted, are offering 10 per cent., cash, on liabilities listed at about \$25,000.—James Campbell, shoemaker, of the same city, is offering 50 cents in the dollar on liabilities of \$6,000.

MR. C. F. GILDERSLEEVE, Montreal, has resigned the managership of the Richelieu and Ontario Navigation Company, in order to assume for a time at any rate, the active managership of the Bay of Quinte Steamship Company, in which he is a large stockholder. He is to be succeeded by Mr. C. J. Smith, late traffic manager of the Canada Atlantic Railway.

A YOUNG man named W. H. S. Zwicker, of Mahone Bay, N.S., who began store-keeping a year or so ago, is already reported embarrassed, and has apparently been able to roll up quite a respectable liability, though he began business with extremely small capital and little experience. He proposes a compromise of 80 cents on the dollar on liabilities of about \$12,000.

THE Cunard Steamship Company has decided to adopt turbine engines in the new fast steamers which are to be built by it in accordance with the recent agreement with Imperial Government. This decision was arrived at after a series of exhaustive tests ashore and afloat, at the hands of experts. Many models are being prepared, and the result of the selection is looked for with considerable interest by marine engineers and others interested.

THE following is a record of the patents recently granted to Canadians in Canada and the United States: Canadian—L. R. Myres, fence construction; T. M. Ramsay, milk cooler and aerator; T. J. Skinner and J. McLennan, hames; J. W. Provan, feed and litter carriers; A. C. Scarr, combined seeder, cultivator and harrow; T. A. Ayotte and A. A. Charbonneau, apparatus for loading and unloading bricks; W. Rodgers, shoe rack; W. S. Scudder, line casting machines; J. T. Griffith, carding machine attachments; P. Dierlamm, building blocks; R. A. Smith, parlor games; R. E. Reardon, vending machine; R. A. Oakley, file binders; J. F. Ferguson, safeguards for checks; J. N. McKim, casting machine; J. L. Kieffer, stitch forming mechanism for shoe sewing machines. American.—W. Hargrove, clothes horse; J. D. Landers, train signal; E. A. LeSueur, extraction of copper from comminuted mineral mixtures; J. B. MacLaughlin, grain door for cars; W. Northrop, automatic weighing apparatus; C. F. Pym, lasting jack; D. W. Robb, steam boiler; B. B. Weaver, vehicle wheel; P. Largie, molding apparatus.

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At Smith's Falls, Ont., on Sunday last, a fire which broke out in Shield's Block did damage to the extent of \$15,000 or thereabouts to the stores occupied by O. C. Abbott, druggist; W. H. Kerfoot, stationer, and also to the Bank of Ottawa. The loss is partly covered by insurance.

THE annual meeting of the Midland Railway Company, of Nova Scotia, took place in Montreal on the 22nd March. The report showed an increase in gross earnings, compared with the previous year, of 50 per cent., and was considered very satisfactory for such a young road. The directors will apply to the Dominion and Provincial Governments for subsidies to assist in extending the line westward to the Central Railway between Middleton and New Germany. Preparations are being made for the extension northward to Northumberland Strait. The old board of directors was re-elected.

It is stated that a syndicate of Buffalo and other United States capitalists has a plan for laying out an industrial city on the Canadian side of Niagara Falls, similar to the one under way on the American side. The corporation is a Buffalo one, working under Maine laws, and is capitalized at five millions, so the report runs. It has acquired 2,500 acres of level land immediately surrounding the three great power plants in Victoria Park. It extends in all directions from the park, and its frontage is within 500 feet of the electrical transformer houses of the three great power plants under construction there. It has a frontage of about 25,000 feet on Chippewa river and the Niagara river.