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Mercantile Summary.

THE business heretofore transacted for the South Shore Railroad by the Grand Trunk Railroad will in future be carried on by the Intercolonial.

THE Woodstock Milling Co.'s flour mill, at Woodstock, Ont., with contents, is a total loss from fire, which took place on the 4th inst.

THE Nova Scotia Steel and Coal Company are about to erect a large new coal-shipping pier at North Sydney, at a cost of \$120,000, and with a capacity of shipping 15,000 tons per day.

MR. B. W. FOLGER is making arrangements for the opening up of the Tip-Top copper mine, at Long Lake, near Fort William. The company with which he is connected contemplate the erection of a smelter there, and asking for the renewal of the bonus.

MR. D. M. MATHESON, who was for eleven years the factor of the Hudson Bay Company at Ungava, about three hundred miles south of Hudson Straits, says that navigation cannot be depended on for more than two months in the year, too short a time to justify the attempt to divert to this route the freight traffic of the Canadian North-West, the bulk of which is not ready to be moved until after the straits are closed.

JOHN McDONALD, president of the Universal Corporation, of London, who has made a prospecting tour of the Saskatchewan river for seventy-eight miles above and twenty-five miles below Edmonton, is returning to England for the purpose of organizing a company to prosecute the work of dredging the bed of the river for gold dust. He speaks very hopefully of the outlook for gold dredging in the Saskatchewan.

MR. WM. STITT, assistant general passenger agent of the Canadian Pacific Railway, at Winnipeg, has been appointed representative of the company in Australia. His principal business will be the working up and development of trade for the C.P.R. Company in Australia. Most Australians going home choose the Suez route, which presumably they would not do if they knew of a shorter and pleasanter journey, which, that by way of Canada is.

THE General Freight Agents' Association has decided, in view of the largely increased capacity of freight cars now in use, to advance the minimum of commodities covered by special rates. There are many commodities affected, and from a general view of the decision of the committee, special commodity minimum weights, which are now 20,000 pounds, will after November 14th be advanced to 24,000 pounds, and those that are now 24,000 pounds will be advanced to 30,000 pounds. It appears that some few articles that now carry minimums of 30,000 pounds will be raised to 40,000 pounds. But these are all articles which can easily load to the minimum weights in a car.

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