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GEORGE F. JEWELL, F.C.A., Public Accountant and Auditor. Office, No. 193 Queen's Avenue, London, Ont.

COUNTIES Grey and Bruce collections made on commission, lands valued and sold, notices served. A general financial business transacted. Leading loan companies, lawyers and wholesale merchants given as references.

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THE MONETARY TIMES
TORONTO

Mercantile Summary.

OLD timers in Grand Forks recall the fact that on March 17th, 1878, one of the Red River steamers left Grand Forks for Winnipeg, and made the trip without trouble, the river being quite clear at that early date.

A GENERAL storekeeper at Baldur, Manitoba, named S. Graham, who overstocked himself with supplies last fall, has failed; and Alex. McBryan, of Shuswap, B.C., who engaged in general storekeeping and ranching has also been unsuccessful. Both have made assignments.

A LETTER from Barrie this week says: "We are to have the Canadian Pacific Railway up here, it seems. The line from Kleinburg to Sudbury is surveyed to run right through Barrie; then it is to go to Waubashene and Bala, and I presume, along the west shore of Lake Joseph to Parry Sound, and thence to French River, and—James' Bay? We are in hopes that the next war of passenger fares the two big railways indulge in this projected road may be finished, so that Barrie folk may participate in cheap traveling."

ST. JOHN has steamers leaving for Britain on the undermentioned dates: Beaver line steamer "Lake Superior," March 16th; "Gallia," March 23rd; "Lake Ontario," March 30th; "Lake Winnipeg," April 6th, all for Liverpool. Allan line, "Martinea," March 25th, and "Platea," April 2nd, for London. Donaldson and Thomson lines, "Keemun," for Glasgow, March 24th; "Concordia," April 15th. The Allan steamers leave Portland for Liverpool, March 26th and 30th and April 9th; for Glasgow, March 29th. The Dominion line steamers meanwhile go to Bristol.

TWENTY years, or even ten years ago, it used to be considered a good day's business at the river St. Clair crossing of the Grand Trunk Railway when the ferries carried 500 railway cars from Michigan to Canada or vice versa in 24 hours. But since the Sarnia tunnel was opened double this number has been taken across. On one day in early March, 1,150 cars were sent through the tunnel, and on Sunday, 6th March, 1,356 cars, making 54 trains, were sent through the great subway. Tuesday, 8th March, 1,560 cars came into the yards and were sent through the tunnel, 62 trips of the big mogul engines being required to handle them.

A CONCERN which sells two million dollars worth of lumber and manufactured cotton in the course of a year, and which disburses in twelve months \$700,000 in loading sixty lumber vessels at St. John and paying labor bills of the Canada Eastern Railway, is an important concern. Mr. Alexander Gibson's is the business referred to above. A special despatch of Saturday last from St. John to the Montreal Gazette says that a bill to incorporate the Alex. Gibson Railway and Manufacturing Company came before the New Brunswick Legislature on the previous day. "Col. McLean while in England arranged a loan of two millions at five per cent. for Gibson, and the act is to give authority to issue debentures for that amount, secured on the entire property of Mr. Gibson. This property embraces the timber limits of 200,000 acres on the Nashwaak, town of Marysville, cotton and lumber mills and the Canada Eastern Railway. These properties are valued at seven millions and capital stock to that amount will be issued to Mr. Gibson. The loan will be a mortgage on the property of Mr. Gibson, and will enable him to discharge his liabilities and leave a working capital of half a million, exclusive of the railway."

John Mackay

Public Accountant, Auditor, Receiver and Trustee

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