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Mercantile Summary

A QUEBEC shoe jobber, J. B. Lamontagne, has assigned, and the list of creditors filed shows liabilities of \$16,000, with estimated assets of \$13,000. He was formerly a packer for the late G. Bresse, in his lifetime one of the largest Quebec manufacturers, and began business for himself in 1896.

D. J. DICK, the only present proprietor of the boot and shoe business carried on in Kingston, Ont., under the style of W. J. Dick & Son, has assigned. The business is a moderate one of long standing, having been established by the late W. J. Dick, some thirty years ago. The liabilities are figured at about \$3,000, a modest sum.

THE Montreal Bridge Company ask a bonus of \$1,000,000, to aid in the construction of a bridge across the St. Lawrence from St. Helen's Island to the south shore. The Quebec government will grant a bonus of 10 per cent. of the cost, provided that Montreal grants at least 15 per cent., and there is a condition, also, that a similar amount be given by the Dominion Government.

JOHN LIGGETT, Quebec, is an old resident of Ormstown, and a tailor by trade, which occupation he followed for a good many years, but of late he has gradually worked into a general store business, not, however, with good results, and his creditors have felt it their best policy to accept 35 cents on the dollar in settlement of their claims. He owes about \$5,000, a fair proportion being due his wife, and if wound up the estate would probably not pay 20 per cent., it is said.

THE assignment is reported of W. R. Lefebvre, of Waterloo, Que., who has carried on furniture manufacturing there since 1878. It is understood he became involved through connection with a knitting factory venture, which proved unsuccessful, and he has shown more or less financial strain for some time past.

THE Northern Navigation Company, of Ontario, Limited, has been formed by the amalgamation of the Great Northern Transit Co., and the North Shore Navigation Co., which have been carriers of passengers and freight on the Georgian Bay and Lakes Superior and Huron for 27 and 11 years, respectively. The authorized capital of the new company is a million dollars; the amount already issued and paid up is \$321,700, and Messrs. Osler & Hammond offer for subscription \$238,300, which will bring the total paid capital to \$560,000. To represent this, the company has seven steamers, valued at \$403,224; buildings, machinery, fuel and supplies amounting to \$30,236 more, and stock in the North West Transportation Co. (owning the steamers "Monarch" and "United Empire") \$153,000. The new company will have a controlling interest in the N. W. T. Co. As both the lines now being amalgamated have done a prosperous business and paid large dividends, for years, the prospects of the new company are good. The directors are Collingwood, Barrie, Owen Sound, and Toronto men. Mr. Thos. Long is secretary.

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