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Mercantile Summary.

THE amount of customs collections at the port of Montreal during the month of November, 1902, was \$1,050,451.50, and for November, 1901, \$758,679.12, being an increase of \$291,772.38.

THE failure is noted, and will be heard of with general regret, of George Wait & Co., of Montreal, one of the oldest produce firms in that city. The late George Wait, the founder of the business, died four or five years ago, leaving quite a snug competence, and a well established trade, but his partners, who continued the business, have not worked together harmoniously, and this was a serious detriment to the business and to the firm's standing. Consent to assign has now been filed.

AN American despatch of Monday says that official notice of an increase of two and one-half cents per hundred pounds in the freight tariff on grain from Chicago to New York, was filed with the Inter-State Commerce Commission at Washington, on November 28th. The new grain freight basis which will be observed by the lines eastbound out of Chicago and other points in the territory east of the Mississippi river and north of the Ohio, is 20 cents per cwt. This increase in the grain schedule usually follows the closing of navigation on the Great Lakes.

A GENERAL dealer of Dalhousie Station, Que., G. A. Perry, lately reported as trying to compromise, has been unable to secure the signatures of all his creditors, and his assets are therefore to be sold.—J. E. Heon, general dealer at Ste. Eulalie, Que., lately failed, is offering his creditors 40 per cent. of their claims in full settlement thereof.—D. Genest, of Ste. Gertrude, Que., another recent insolvent, has compromised at 25 cents.—George Pomerleau, of Beauce Junction, Que., has arranged to pay 25 per cent. on liabilities of \$6,880.—L. O. David & Co., dealers in clothing and men's furnishings, whose failure was reported a week ago, is offering 40 cents, cash, on the dollar.

MR. ALEXANDER DICK, of the Dominion Coal Company, has succeeded in establishing trade relations with Norway and Sweden, which bid fair to assume large proportions. From the inexhaustible iron districts of northern Sweden, a fleet of large steamers will sail regularly for Cape Breton, laden with what is considered the best ore in the world, and from Sydney these steamers will sail for Sweden, laden with Cape Breton coal, to be used in the railways the navy, the furnaces, factories, etc., of Norway and Sweden. The steamer "Oscar Frederick," from Norway, with the first cargo of Swedish ore ever shipped to America, arrived at Sydney last week. She brought 5,200 tons of ore, which will be mixed with the Wabana ore, and from this mixture excellent results are anticipated. The ore contains 82 per cent. of iron, but there is ore in Sweden which contains 95 per cent.

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