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MONTREAL & TORONTO.

MANUFACTURERS' AGENTS AND GENERAL MERCHANTS.

The Dominion Cotton Mills Co., Montreal—Mills—Hochelaga, Coaticook, Chambly, Brantford, Kingston, Halifax, Moncton, Windsor, N.S., Magog, (Print Works).

GREY COTTONS—Bleached Shirtings, Bleached and Grey Sheetings, Cotton Bags, Drills, Ducks, Yarns, Twines, Wicks, Prints, Regattas, Printed Ducks, Crettones Sleeve Linings, Printed Flannelettes, Shoe Drills, &c.

The Canadian Colored Cotton Mills Co., Ltd., Montreal—Mills at Milltown, Cornwall, Hamilton, Merritt, Dundas, also A. Gibson & Sons, Marysville, N.B., & Hamilton Cotton Co., Hamilton. Shirtings, Gingham, Oxfords, Flannelettes, Tickings, Awnings, Sheetings, Yarns, Cottonades, &c.

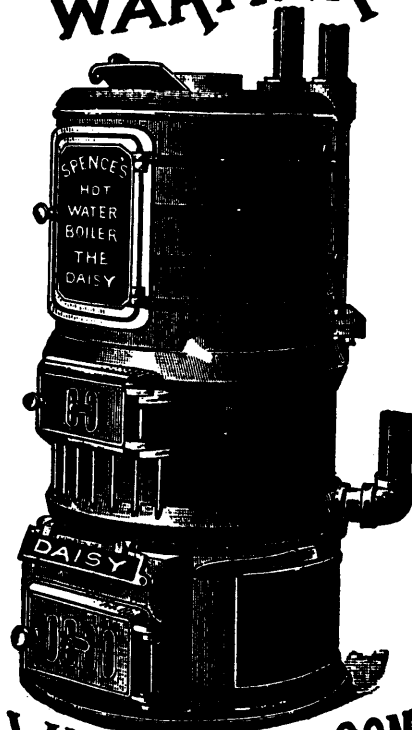
Tweeds—Fine, Medium and Coarse, Blankets, Saddle-felt, Glove Linings.

Flannels—Grey and Fancy in all Wool and Union, Ladies' Dress Flannels, Serges, Yarns.

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WARDEN KING & SON
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Toronto Office—110 Adelaide St. West.
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Mercantile Summary.

THE *Gazette* understands that the Sherbrooke Telephone Company is putting up one hundred miles of new construction in Stanstead county, and have extended the line to Moe's River. It is also building a line direct to Cookshire.

THE Provincial Government Treasury Department, at Winnipeg, on Thursday last, opened tenders for \$5,500 worth of five per cent. thirty-year bonds to complete the improvements to the Portage la Prairie court house and gaol. There were six tenders, the highest being that of the Imperial Bank of Canada at \$126 35 per \$100, which secured the bonds.

GENERAL MANAGER BRYCE, of the Canadian Express Company, has entered into an agreement whereby his company secures connection with all points on the Erie and Huron Railway, using the latter road. By this arrangement a saving of twenty-four hours will be effected in shipments from many points in western Ontario to Montreal and the east.

BLUEBERRIES are most plentiful this year, says the Ormstown correspondent of the *Gleaner*. Whole families have lived on the blueberry plains for over two weeks, reaping a good harvest by picking and selling to Montreal buyers. Such large sales as 100 buckets at a time are common. The profits made on picking berries of all sorts have far exceeded any previous year.

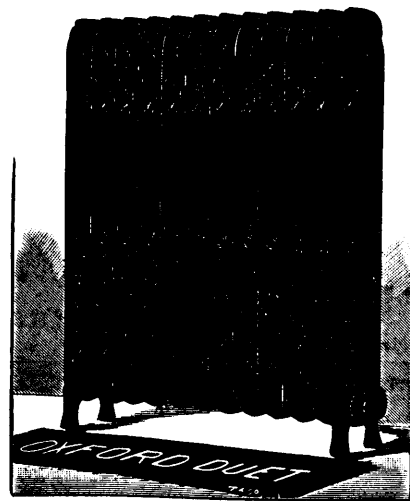
It is claimed that Chicago is now the largest importing centre of Japan tea in the United States. Up to this year the record was held by New York. The annual report of appraiser Hayne shows that Chicago has run ahead of New York. There were last year, ending with June, 175,353 packages of tea invoiced at the port of Chicago, weighing 31,145,595 pounds or 15,573 tons. In addition to the direct importation there passed through the Chicago office over 2,000,000 pounds of tea imported at other places and sent to Chicago for examination and classification.

JOHN WADE, of Grenville, Que., who has been in business some 25 years, with a hitherto favorable record, is reported insolvent. Beginning life originally as a blacksmith, he subsequently embarked in storekeeping in a moderate way, and has also done a good deal as a lumber jobber. He has become spread out of late years, showing signs of straitened finances, culminating in his assignment. Liabilities are calculated at \$10,000.—Alex. Scott, of Buckingham, Que., who last year built a sawmill on the Lievre River, some miles from the above-named village, is reported as having assigned. Mr. Scott was previously manager for the Buckingham Manufacturing Company.

THERE were 709 vessels, with a total registry of 204,000 gross tons, built in the United States during the year ended June 30, 1896, against 682 vessels, with a total capacity of only 133,000 tons, constructed during the preceding year. Of these 322, of 135,000 tons, built during the fiscal year just past, were steam vessels, compared with 283 vessels of that class, with a capacity of 75,700 tons. The steel-built tonnage is more than doubled amounting to 106,900 tons for the last, against 47,700 tons for the preceding year. The greatest relative increase in the tonnage was on the great lakes, where 104 vessels, with a total registry of 92,000 tons, were built during the year just ended, against 93 vessels, with a tonnage of only 38,000 tons, for the preceding fiscal year. The tendency on the lakes is clearly toward ships of much larger carrying capacity than of old.

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