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## Mercantile Summary.

AN eastern syndicate is reported to have the intention of establishing a twine factory in Brandon.

THE Canadian Steam Fire Engine Co., have purchased a site in London for the erection of their new factory.

THE steamship "Warrimoo," plying from Vancouver to Sydney, N.S.W., is to be replaced by the "Moana."

MR. FRIEL is asking Nelson council for a free site, water-power, and exemption from taxation for ten years, to aid him in starting a flour mill at that place.

AN order of the Governor-General-in-Council has been passed authorizing the Niagara-Welland Power Co., to begin work. The company's plans are said to have been highly approved by electrical experts.

THE Woodstock Sentinel-Review says that arrangements have been made in Toronto, which ensures the completion at an early date of the railway from Tilsonburg to Ingersoll. Whether it will be continued to Woodstock has not yet been determined.

THE Canadian Pacific Navigation Company, in addition to the steamships "Danube," and "Amur," now running between Vancouver, Victoria, and Skagway, are about to increase the fleet with the steamships "Islander" and "Princess May."

THE steamship "Belgian," the first of the Leyland Line to sail direct from Quebec to London, left last Thursday. She carried the following cargo: 126,000 bushels of oats, 42,813 bushels of corn, 400 standards deals, 4,514 bales wood pulp, 922 cases match splints, 12 cases hardware, 240 bags ashes, 7,647 packages chair stocks.

THE Toronto World strongly advocates the building of a railway line from Toronto to Ottawa by the Grand Trunk Company, and likewise an air-line division, double-tracked, from Kingston or Napanee to Ottawa, in order to give all southern Ontario the most rapid and direct service to the capital of the Dominion.

THE company, headed by Mr. J. R. Stratton, of Toronto, has succeeded in obtaining a charter for building a railroad from the British Columbia frontier up the Kettle River Valley. Another company applied to the House of Commons railway committee for a charter, but the former one was voted to have a prior right.

POSTMASTER HARTMAN, of Dawson City, points out the many opportunities for trade development in the Yukon, which Canadian manufacturers and merchants seem to have overlooked. He thinks that if Canadian manufacturers and merchants would send their travellers to Dawson City, as the Americans do, large orders would result. The first step towards mending existing conditions was to send up good representatives to see what the people wanted, and how it should be put up. Particularly was this the case in regard to food supplies.

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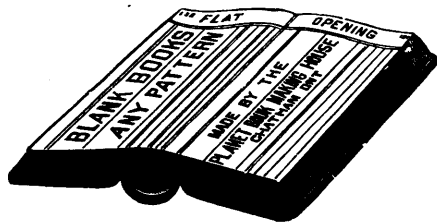
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