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## Mercantile Summary.

It is said that the Hull Lumber Com-  
pany have sold the whole of their next  
year's cut, estimated at 20,000,000 feet, to  
a Liverpool, Eng., firm at a price which  
shows a considerable advance on last  
year's values.

THE Danaher & Melendy Company, of  
Detroit, has just closed a deal for the  
purchase of 200 square miles of spruce  
and cedar lands in Quebec province, the  
price being understood to be about  
\$300,000. Sawmills, logging roads, etc.,  
are included.

DURING the eight months ending with  
November 14th last the earnings of the  
Canada Atlantic Railway Company were  
\$1,124,702, compared with \$1,109,487 last  
year, an increase of \$15,213. Both  
freight and passenger service showed  
increases.

THE Nettie L. mine at Phoenix, B.C.,  
has closed down for the first time in six  
years. This is understood to be due  
merely to the desire of the management  
(in England) to put in some new ma-  
chinery, which will probably take three  
months.

THE Nova Scotia Steel Company's  
works at Ferrona and Trenton are now  
employed to their full capacity. The  
new works at North Sydney are said to  
be progressing very favorably, and are  
expected to add largely to the company's  
output at a reduced cost.

—THE comic Englishman is always  
represented as being fond of the ad-  
jective "bloody." Perhaps he is the same  
sort of Englishman as the one who drops  
his "h's." This story is told of a Lon-  
don school in which a little French is  
taught after hours by an enthusiastic  
pupil-teacher:

THE Witbeck Lumber Company, of  
Menominee, Mich., or rather some of the  
capitalists in control of that corporation,  
have purchased a timber area on Spanish  
River, Ont., from Ferguson Bros. and  
McFadden. It is estimated to contain  
some 200,000,000 feet of lumber, and the  
purchase price is understood to have been  
about half a million dollars. The Wit-  
beck company's sawmill is to be moved  
to Massey, Ont., where it is calculated  
there is work for twenty years ahead.

SEVERAL towns in the eastern part of  
Ontario, as mentioned in these columns  
before, are agitating for better railway  
facilities. On Tuesday last a deputation,  
representing the municipalities lying be-  
tween Campbellford and Whitby, had a  
conference with Sir Thomas Shaugh-  
nessy, president of the Canadian Pacific,  
and preferred a request that this rail-  
road should build a spur line from the  
main road between Montreal and To-  
ronto, starting at Springbrook and join-  
ing again at Agincourt. A party of  
Boston financiers in the meantime has  
made an offer to build an electric rail-  
way through the territory in question,  
but it is understood that, owing to the  
favorable treatment of the above sugges-  
tion by the C.P.R. nothing will be done  
in the latter matter.

A Quebec saloonkeeper, named Joseph  
Campeau, has assigned. He owes about  
\$1,200, mostly to local dealers.

A COMPANY has been organized at Port  
Arthur, Ont., under the name of the  
Northern Light Mining and Development  
Co., with a capital of \$1,000,000, whose  
object is to consolidate the gold mining  
properties of Sturgeon Lake. J. H. Hill,  
of Duluth, is the leading spirit in the  
enterprise. There are nine properties  
involved, with an area of 567 acres. The  
intention is to put in machinery at an  
early date.

THE Mexican Light, Heat and Power  
Company, in which Canadian capital is  
largely interested, has acquired the fran-  
chises and electric light and power plants  
of the Siemens-Halske Company, of Ber-  
lin (Germany). In order to furnish the  
city of Mexico and surrounding country  
with light and power, the first-named  
company is preparing to erect at Necaxa,  
a distance of 100 miles away, a large  
plant, including six generators of a capa-  
city of 5,000 kilowatts each, or about  
45,000 horse power in all.

It is understood that a contract has  
been entered into between the Pere Mar-  
quette Railroad and several Vanderbilt  
lines by which the former secures track-  
age rights over certain parts of the Van-  
derbilt system between Buffalo and Chi-  
cago. The contract gives the Pere Mar-  
quette a line into Chicago over the Lake  
Shore and Michigan Southern tracks be-  
tween Porter and Clark Junction, In-  
diana, a distance of eighteen miles. En-  
trance into Buffalo is provided by an  
agreement with the C.S.R. and M.C.R.,  
under which the Pere Marquette will use  
as far as St. Thomas the St. Clair branch,  
besides which it gets trackage rights  
over the main line of the Michigan Cen-  
tral east of St. Clair Junction. St.  
Thomas ratepayers will next month vote  
upon a by-law to give a bonus of \$25,000  
to the Pere Marquette Railway to aid in  
establishing workshops.

The recent discussion over the name  
of the New York, New Haven & Hart-  
ford Railroad Company has called at-  
tention to the names of various other  
roads. It is the exception rather than  
the rule when a railroad is known by its  
corporate title. Here are a few illus-  
trations: What is called the "Atchison" is  
really the Atchison, Topeka & Santa Fe;  
the "Burlington" is the Chicago, Bur-  
lington & Quincy; the "Lake Shore" is  
the Lake Shore & Michigan Southern;  
the "Louisville" is the Louisville &  
Nashville; the "New York Central" is  
the New York Central & Hudson River;  
the "Northwestern" is the Chicago &  
Northwestern; the "St. Paul" is the  
Chicago, Milwaukee & St. Paul, and so  
on. It is the custom to shorten up and  
to use a part of the title, if any whatever  
is used. There are many cases where  
the real name altogether disappears, like  
the "Monon" route for the Chicago, In-  
dianapolis & Louisville, the "Katie," for  
the M., K. & T., and the "Big Four" for  
the C., C. & St. L. and three others.  
—Hartford Courant.