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CANADA FOR

Messrs. Wm. Ewart & Son, Limited,

LINEN MANUFACTURERS,

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A Fine Assortment of
their goods in
the Warehouse. . . .

WYLD, GRASETT & DARLING,
TORONTO.

GRAND TRUNK RAILWAY SYSTEM

Are You Going To the Klondyke?

The Grand Trunk Railway is the popular route to the Yukon and gold fields of the Klondyke. The route is via Chicago, St. Paul, Seattle, and Victoria, the leading ports to Alaska.

William Ogilvie, F.R.G.S., Surveyor to the Dominion Government, says, in referring to the various routes to the Yukon:

"We now go to the Dyea route, which has been used by the Indians for generations—and they evidently knew their business. It is estimated that 95 per cent. of the traffic that has already gone into the Yukon has gone via Dyea, which is the clearest possible evidence of its superiority over all other routes."

For information call on G. T. R. agents, or write

M. C. DICKSON, D.P.A.,
Toronto, Ontario

DEBENTURES FOR SALE

\$150,000 Bonds of the Victoria Rolling Stock
Company of Ontario, Limited.

Payable from one to ten years, bearing interest at 4 per cent. per annum, payable half-yearly. For sale to yield 4 1/2 per cent., amounts and due rates to suit purchaser. Bonds \$1,000 each.

For further particulars apply to

OSLER & HAMMOND,
18 King St. West, Toronto

The British Canadian Loan and Investment Co., Limited.

Notice is hereby given that the Annual General Meeting of the Shareholders will be held at the Company's office, South-west corner of Adelaide and Victoria Streets, Toronto, on Wednesday, 2nd February next, at noon.

By order of the Directors.

R. H. TOMLINSON, Manager

A PERSON of practical business experience having some surplus capital would like an opportunity to invest in some profitable business in Toronto, where further skill and capital would give it increased success. Address P. O. BOX 459, care of Monetary Times, Toronto.

BRITISH AMERICA ASSURANCE COMPANY

ANNUAL MEETING

Notice is hereby given that the Annual General Meeting of the Shareholders of this Company will be held at their offices, Nos. 18 and 20 Front Street East, on Friday, the 18th day of February, at the hour of 12 o'clock noon, to receive the Annual Report, for the Election of Directors, and for all general business relating to the management of the Company.

By order of the Board.

P. H. SIMS, Secretary.

Toronto, Jan. 19, 1898.

Mercantile Summary.

W. J. ORR, a shoe dealer at Kaslo, B.C., is in trouble and has assigned. A large wholesale firm in Montreal is the principal creditor.

MR. JAMES THOMPSON of the firm of Thompson, Codville & Co., wholesale grocers, Winnipeg, died a few days ago. Owing to a partnership arrangement no change will take place in the business within six months.

THE steamer "Commonwealth," 6,000 tons, abandoned off the Pacific coast with a broken shaft, was picked up by the coaster "Willapa" of Victoria last Sunday. The prize is worth about \$400,000. The captain and crew of the "Commonwealth" reached a friendly cove in safety boats.

NOTICE is given in the last Manitoba Gazette of the following business failures: John B. Henderson, general merchant, of Carberry; the Swan Lake Fur Company, Wood River; John Elie & Co., general merchants of Saltcoats; Messrs. Sparling and Messer, grocers and confectioners, of Morden.

THE Dominion Cold Storage Company was formed some time ago, with a capital of \$300,000. The company failed, and now the shareholders are petitioning for the abrogation of the charter, which will relieve them from further liability. Several Montreal and Toronto counsel were in Ottawa this week, seeing the Minister of Justice about it.

THE receipts of the Manchester Ship Canal from all sources last year, show an increase of only \$100,000 on those for 1896, in which year and 1895 the advance was at the rate of about \$200,000. This is disappointing; the shareholders are receiving no dividends, the income not being sufficient to pay interest on the debentures. This result is blamed in part upon the engineers' strike.

A SNOWSTORM of unusual severity struck Montreal on Sunday night and Monday last. Not less than 17 inches fell, on the level. For twenty years, it is said, there has not been so severe a snowstorm in the city. Traffic was much impeded on the down town streets, but on those having car tracks, the street railway people did wonders to get most of the lines on the principal streets fairly well kept open, having 14 sweeping machines (electric cars) and 200 men at work.

THE Swan Lake Forwarding Co., Fort Pelley, which has suspended, is a branch store of J. Ely & Co., Saltcoats, N. W. T., who assigned a week ago.—An offer of 40 per cent. is made to the creditors of Wright & Co., general storekeepers at Minnedosa, Man. They have nominal assets of \$1,200, but they owe \$3,000.—An extension of time is asked by A. McRae & Co., general storekeepers, Elva, Man. While they have a substantial surplus they are cramped for ready cash.

At the Lake Carriers' meeting held in Detroit last week, officers were elected as under: Vice-president, H. A. Hawgood, Cleveland; David Vance, Milwaukee; C. W. Elphicke, Chicago; A. A. Parker, Detroit; G. L. Douglas, Buffalo; G. A. Thompson, Duluth; Chas. A. Eddy, Bay City; F. J. Firth, Philadelphia; Leander Burdeck, Toledo; M. J. Cummings, Oswego; Alvin Neal, Port Huron; James McBrier, Erie; J. C. Westbrook, Ogdensburg; F. W. Gilchrist, Alpena; G. E. Tener, Fairport; secretary, C. H. Keep, of Buffalo; treasurer Geo. P. MacKay, of Cleveland; counsel, Harvey D. Goulder, Cleveland. Several committees were appointed, one with instructions to endeavor to secure better rates for unloading grain cargoes at lower Ontario ports.

OUR readers have learned from time to time of the defects of the houses in parts of the Maritime Provinces intended for the accommodation of travelers. While there are many cosy inns of the Old Country type in which one may be delightfully comfortable and at home, too, there are plenty of houses styled hotels that are execrably bad. Probably it is with a view of rectifying this evil that there has been formed in Nova Scotia the "Nova Scotia Hotel and Improvement Co., Limited," in the list of directors of which appear the names of Attorney-General Longley, J. F. Masters (Dominion Atlantic Railway), Dr. C. H. Miller, B. H. Calkin, and George W. Borden. It is said to be the intention of this company to erect several hotels in the province. The movement will be hailed with joy by many who are called by business or pleasure to travel there.

IN their monthly shipping report R. P. Rithet & Co., of Victoria, B.C., thus review the business of the last year: A quiet and rather uneventful year has been 1897, but one of steady progress all the same. And it has been marked by one episode that will become historical—the first rush to Klondyke. This occurred in the late summer and was brief, but exciting while it lasted. Availing of the experience gained through similar incidents in years gone by, Victoria merchants met the emergency without any trouble. They are now fully prepared to deal with the vastly greater rush that will be upon us in the spring. Commenting on the staple industries of British Columbia, it may be said briefly that the lumber trade was active during the first half of the year, but fell off considerably later on, and at the close there is almost nothing doing. But this is mainly owing to the absence of tonnage. The coal industry has not been altogether satisfactory, while the same may be said of salmon. It is true the pack was the largest on record, but this has its disadvantages, and a falling market is on. However, measures are being taken to meet the situation, and almost as we write news comes of a combination of canners, designed to deal with present prices and regulate the pack for next year.

J. B. Oke & Co., produce dealers, Port Hope, succeeded Oke & Scott, in 1888, and apparently prospered until they opened a couple of retail branch stores, by which they met with some losses. Being hard pressed for cash for some years, they were aided by their banker at various times to a considerable extent. It is now stated that they owe about \$17,000 for advances. As their bankers have failed, they are, at present, unable to continue business, and may assign in a few days.—In 1889, George H. Tolton, removed from Stratford to Galt, Ont., and succeeded J. W. Strickland in the tailoring business. At that time Mr. T. had a capital of about \$1,500, and soon worked up a nice trade, but largely on credit, which cramped him. Now he is obliged to ask creditors for a compromise. His statement shows that he owes \$6,300 and has nominal assets of \$7,100.—Another offer of compromise is made by John Arthurs, general storekeeper, Ahmic Harbor, Ont. Some time ago he locked up some money in building a new store; then came dull trade last season. He has been compelled to offer creditors 50 per cent. of their claims.—After being in the crockery and fancy goods trade about a year, Chas. F. Kutzbach, Peterboro, assigns with liabilities of \$6,700. To pay this sum he has nominal assets of \$4,200. Certainly a very poor showing for so short a time in business.