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Mercantile Summary

THIS evening, at eight o'clock, in St. George's Hall, Elm street, Mr. R. Dawson Harling will deliver a lecture on "The Port of Manchester and its Ship Canal," illustrated by lime-light views.

A contract has been made by the Dominion Government with the Elder-Dempster Steamship Co., for the carriage of the mails between Canada and Great Britain during the winter months. The company will place five of its best vessels, the "Montrose," "Lake Ontario," "Lake Superior," "Arawa," and "Monteroy," on the service this winter, and next year will place the "Lake Erie" and "Lake St. Claire," of 9,000 tons each. now building, on the service. The sailings will be from St. John, New Brunswick.

"Don't be too ready to trust new and unknown hands," would seem to be the moral of the loss sustained last week by the Wilson Coal and Wood Co., of Montreal. The firm had hired a boy named Edwin Dennis, on Wednesday, who had answered their advertisement, telling them that he was just over from "the other side." On the Friday they sent him to the bank with a deposit of \$1,007, in twenties, tens, and smaller bills, wrapped in a newspaper. He did not make the deposit and did not go back to the firm's office. Then the police were notified, and the railway stations and boats watched. But neither Dennis nor the \$1,007 has yet been found.

Some changes among the employees of the Hudson's Bay Company are announced by the Manitoba Commercial. Mr. E. Taylor, for some years manager of the Company's business at Calgary, is appointed to an important position in Winnipeg. George Sharp, who has been the company's manager at Vernon, B.C., succeeds Mr. Taylor as manager at Calgary. C. McGinn, late of the Winnipeg staff, has been promoted to be manager of the company's store at Vernon. Mr. Hunter, until lately the company's accountant at Macleod, Alberta, has succeeded G. W. Gill, as manager at Pincher Creek, Alberta, Mr. Gill having retired from the company's service.

VERY striking is the list published last week by the Marine Review of the orders for 1900 in the shipyards of the Great American Lakes. At prices now prevailing for vessel property on the Great Lakes, the value of twenty-five steel vessels under contract with the American Ship Building Co., and three independent yards, is \$7,637,000. These twentyfive vessels, with one exception, are freight carriers, and all are to come out in 1900. Neither does the list include wooden vessels, of which several are building. Of the twenty-four steel freighters only four are tow barges. a single trip this fleet will carry 150,200 gross tons. Four of these are 500 feet long each, and five are Welland Canal size (which is 262 feet by 45). The six for the Carnegie-Oliver steel interests are to carry 44,500 tons, which means

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