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Mercantile Summary.

It is stated by the St. John Sun that Mr. B. C. Barclay Boyd, who has for many years been on the staff of the Bank of New Brunswick, has been appointed to the management of the branch of that bank in the north end of St. John.

HULL, near Ottawa, is to have a board of trade. A week ago, several Montreal gentlemen addressed a meeting of merchants and others on the advantages of such a body, and local persons of experience followed in the same strain. The organization of a board followed, when ex-Mayor Barrette was chosen president; S. C. Wainwright, manager of the Bank of Ottawa, vice-president. The secretary is F. A. Labelle; the treasurer, F. X. Boucher.

THE reorganization of the National Cigar Co., Limited, of Toronto, in November, 1900, does not seem to have improved its financial condition. The whereabouts of its secretary and treasurer is at present unknown, and the president of the company is applying to the courts for a winding-up order. He states that they owe \$5,500, and have nominal assets of \$3,000.—F. C. Duffy, butcher, Toronto, has assigned.—R. Boyd & Son, dealers in clothing, London, finding that they were unable to meet payments, called a meeting of creditors in that city on Tuesday last. They owe \$4,000, and have stock \$2,000 in excess of that sum. The senior member of the firm has been ill about a year.

THE Quebec and Lake Huron Railway Company has been organized, with the following officials: President, Hon. Frank Campbell, Bath, N.Y.; vice-president, Hon. Adelard Turgeon, Quebec; treasurer, Mr. Henry G. Hablo, New York; secretary, Hon. Charles Langlois, Quebec; directors, Roger Larue, John D. Cameron, Quebec; John N. Drake, New York; Hon. Senator Landry, Quebec; Hon. Solicitor-General Henry G. Carroll, Fraserville. This is the road which is proposed to be built from Quebec to the mouth of French river on Georgian Bay, where it will connect with steamers on Lakes Huron, Michigan, and Superior. It will be 440 miles in length.

THE Marine Review learns that in the New England States and the Maritime Provinces, the ships built in 1901 reached a total tonnage of 95,230, of which 80,260 tons were built in New England and 14,970 tons in New Brunswick, Nova Scotia, and Prince Edward Island. The vessels were, of course, nearly all of wood. From Maine yards were launched 106 vessels with a total net tonnage of 47,146. This shows a decline in tonnage from the previous year. Massachusetts and Connecticut enjoyed something of a revival in the industry last year. The near-by Maritime Provinces of Canada made a good showing in 1901. New Brunswick built twenty vessels, aggregating 1,608 tons; Nova Scotia built 107 of

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