Mercantile Summary.

NEW CORPORATIONS.

Following is a list of new companies, lately organized throughout Canada, that have received Government charters, or have been granted supplementary Letters Patent. The object of the company, amount of capital stock, location of principal office, and names of incorporators are given, so far as possible, and whether the charter has been granted by Provincial or Dominion Governments:

The Trethewey Train Pipes Coupling Co., Limited, Montreal, Que.; $500,000. To manufacture, buy, sell, repair and deal in machines, implements, tools, etc. Alexander Scott, C. C. Ballantyne, T. A. Trenholme, G. F. O'Halloran, W. G. Trethewey. Dominion charter.

"La Compagnie Manufacturiere de Montmagny," Montmagny, Que.; $40,000. To run a factory, a foundry and a general manufacture of timber, of iron, and smelting. Victor Proteau, C. E. Letourneau, Napoleon Letourneau, Omer Tetu, Elzear Boulanger Joseph Vallee, Louis Coulombe, A. N. Normand, and Ernest Roy. Quebec charter.

British Columbia Silicate Brick Co., Limited, Vancouver, B.C.; $100,000. British Columbia charter.

The Clayoquot Sound Canning Co., Limited, Clayoquot District, B.C.; $50,000. British Columbia charter.

The Marie Marilla Mining Co., of British Columbia, Limited, Victoria, B.C.; $1,600,000. British Columbia charter.

THE OTHER SIDE.

A great deal has been said during the past few months of the millions of dollars lost by our western farmers owing to the failure of transportation companies to provide sufficient facilities for shipping out the grain. The Winnipeg Commercial, however, presents another point of view for consideration.

If, says this journal, the farmers will persist in throwing all their wheat onto the market at the earliest possible moment, it is bound to have a very depressing influence on prices. This was not so noticeable when the crop was smaller, but now that it is beginning to assume large proportions, the depressing influence is much greater. If the farmers would provide storage on the farm and market the grain in a smaller stream, spreading the marketing over a longer period, the depressing influence of the crop would not be as keenly felt. If the Manitoba crop had been all marketed before the close of navigation last fall, the price would probably have been depressed two or three or possibly as much as five cents per bushel below the price which was obtained. Those who figure up so glibly the alleged millions of dollars which the Manitoba farmers have lost through being obliged to hold over some of their wheat on account of lack of transportation facilities and storage