

search of coal-oil. According to a cable, success has at last crowned the work and a flowing well, yielding at the rate of about a barrel per minute, has been struck near New Plymouth.

Mr. Larke, the Canadian agent in New South Wales, has received a number of letters congratulating him upon the change in the Customs regulations respecting overland carriage on exports to Australia, but there is a note which does injustice to Mr. D. H. Ross, the Melbourne Commissioner, who is one of the most zealous officers in the employment of the Canadian Government. It is based upon a report of some Canadian newspaper that as soon as the attention of the Australian Government was called to the effect of its legislation that body at once rescinded it. Thereby the conclusion was arrived at that Mr. Ross either did not see the injury to Canada or did not bring it to the notice of the Australian Government. Neither is correct. When Mr. Larke was in Canada, Mr. Ross promptly called the attention of the Government to it, but while the will of the Government to remedy the measure was always in evidence, the difficulty was to find the way out without complication. Mr. Larke's longer experience was undoubtedly of service here, but Mr. Ross fell in with the scheme as soon as it was proposed and did all that he could to secure success.

F. W.

Sydney, New South Wales,
30th April, 1906.

MIXED FARMING IN THE WEST.

Very satisfactory testimony as to the advance made of late years in stock-raising in the new Western Provinces of Saskatchewan and Alberta is given by Mr. Robert Ness, the widely-known horse and cattle breeder of Howick, in Quebec. This gentleman acted as judge at Calgary, for the Alberta Association, as well as at Regina, for the Saskatchewan Association, and he returns most enthusiastic about that country. "It would be very hard to find," he repeated, "in all America a finer lot of horses than those now being got together by the breeders of the two new Western Provinces."

To the question whether stock should be imported by individuals or by societies, Mr. Ness answered: "I believe, at all times, in individual effort, and if a man who spends his money to improve stock is encouraged by his neighbors the results will be advantageous to all concerned. I have never favored the improvement of stock by associations. In other words, the syndicate business is all wrong. The more I see of the Western Canadian farmers, the more I am convinced that they are the most progressive and prosperous of their kind on the whole of the American continent. To give you an idea of how they are getting along in life: One of the pioneers of Regina was Robert Sinton, formerly of the county of Beauharnois, Que., whom I knew well. The other day he sold 490 acres, just outside the town limits of Regina, for \$125,000. I told them, however, that they must get down to mixed farming, and they admitted that there was wisdom in what I said."

THE OLD FORT.

If the Board of Control of Toronto have forgotten, its citizens have not, that in the request of the corporation sent to the Militia Department at Ottawa in 1899 it was agreed that the Old Fort and surrounding ordnance lands should be "preserved and maintained in its present condition on account of its association with the early military history of the city." And in 1903 when the Government agreed to transfer these lands to the city it was plainly stipulated by the Minister of Militia that "they are to be used for park purposes only, and that the Old Fort will be preserved." So recently as seven months ago this understanding was reiterated by the Minister, in Toronto. But in the month of May, 1906, the Board of Control of this city appears to consent to a violation, of not only the spirit, but the very letter of this distinct agreement.

We learn with interest that the Board of Trade has set itself against the project that a street railway shall be run east and west through the very centre of this valuable and interesting historical relic. It may strengthen the hands of these gentlemen and of thousands of other Canadians who believe in the keeping of faith and the preservation of landmarks to be reminded that there are two other routes available for a street railway thereabout. One is southward from Bathurst past the south-east angle of the Fort; another is south-westward from Tecumseth Street past its north-east angle. The latter can be built, on the authority of an estimate by the City Engineer, for \$1,500 to \$1,800 more than the proposed route which is a virtual prolongation of Bathurst Street, and which would involve the destruction of the Old Fort gates and part of the old buildings.

An important suggestion was lately made that historical sites should be placed in the hands of a commission, as in the Old Country. The New Brunswick Historical Society is adopting a resolution of similar tenor. And the Educational Association of Ontario, only the other day, when nearly 1,000 representatives were present, commended the spirit of a public meeting of citizens of Toronto to preserve these historic grounds as a sacred trust, and "trusted to the vigilant patriotism of the capital city of Ontario" to see this done. But vigilant patriotism and precise faith-keeping find no place, apparently, in the plans of our village fathers, who see no harm in the desecration of a hallowed site first by the encroachment of a slaughter-house upon its grounds and now again by the noisy nuisance of a railway.

CALGARY BOARD OF TRADE.

The latest pamphlet issued by that live body, the Calgary Board of Trade, is entitled "The Famous Calgary District, of Central Alberta, Canada—The Land of Golden Wheat, Fat Steers, Industrial Opportunities and Unrivalled Climate." While its contents can scarcely be called light reading they are undeniably full of interest to people in this favored land of Canada and in other lands; for the subjects of climate, characteristics, products, personal experiences are all given space. The pages 31 to 34, dealing with irrigation in Alberta are especially interesting.

And the portion relating to the city of Calgary contains statistics that compel one to rub his eyes and turn back the pages to re-read them—eleven churches—twelve banks—clearing house—seven newspapers and reviews—two theatres—five bookstores—twenty-one hotels—eight shoe stores—eight dry goods stores—thirty-eight grocer shops—seven drug stores—seven jewellery stores—four clubs—a curling rink—a skating rink—a boys' college—a girls' college—a business college—a commercial travellers' association, with 96 members—nine schools.

The population of the city is 17,500 and its valuation for assessment rose from \$1,994,300 in 1896 to \$3,221,000 in 1902 and \$7,817,400 this year. Calgary is head-quarters of the Western Division of the C. P. R., which railway employs from 900 to 1,000 men in city and district. Of the various industrial establishments, such as abattoirs, flouring mills, planing mills, lumber companies, and other factories we have not room to give a list. Lastly, for the present: the Calgary Board of Trade maintains a free information bureau and reading room. All those visiting the city are requested to make use thereof. The intelligence officer of that body, who is in charge, will render newcomers and others every assistance. For further information regarding the city of Calgary or Central Alberta, intending settlers are cordially invited to apply to the secretary, Board of Trade, Calgary, Alberta, Canada, who modestly withholds his name, but we do not. It is C. W. Peterson.

KINGSTON BOARD OF TRADE.

A commendable movement has been made by the merchants of Kingston in the re-organization of their Board of Trade. As has been the case in not a few other places, this organ of the mercantile interests had been allowed to become dormant, and although organized in 1872 it had of late