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Mercantile Summary

We have received a handsome illustrated programme of European travel. Free copies will be sent on application to the Rev. Dr. Withrow, Toronto.

The corn crop of Kansas in 1905 amounted to 190,519,593 bushels, the largest since 1902, and 58,500,000 bushels more than in 1904; its value is \$68,718,584, which with one exception is the most valuable corn crop produced in the State.

The Fletcher Manufacturing Company, of Toronto, has been granted an Ontario charter by the provincial government, authorizing it to make and deal in bakers' and confectioners' tools and supplies, hardware, glassware, etc. The capital is \$250,000.

The Manitoba Lumber Company's plant at Carman, Man., with practically the whole of its stored timber, was burned on the 20th inst. The loss is estimated at \$10,000 on the plant, \$12,000 on the stock; fully insured. The fire is presumed to have been the work of an incendiary. Sieling's lumber mills at Eagle Lake near Sundridge, Ont., were destroyed by fire on the same day, with an estimated loss of \$6,000, partly insured.

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The demand for Canadian goods in West India markets is constantly growing, and prospective exporters should inquire as to freight rates by this line.

PICKFORD & BLACK,
HALIFAX

The Grand Trunk Railway is completing its plans for the improvement and enlargement of Bonaventure station, Montreal. The improvements will include a raised track from St. Henri suburb to the depot at the corner of St. James and Windsor Streets. The elevated track is to be on stone pillars, with steel bridges at the street crossings.

A winding-up order has issued in the matter of the Lacto-Globulin Company, Limited, of Montreal, a concern organized in 1903, with an authorized capital of \$100,000, to engage in the manufacture of a special food for invalids from milk. The article has been highly commended by medical men, but the difficulties attending its manufacture on a large scale have proved greater than anticipated.

A company has been formed in Toronto under a charter from the Ontario Government and called the South American Petroleum Company, Limited, with a capital of \$1,000,000, for the purpose of prospecting for and developing oil wells, and to manufacture and refine the products thereof, "where" not being stated in the "Gazette." J. H. & G. W. Spence, barristers, are mentioned as provisional directors.

"There has been a lot of talk about the increase of crime in Canada, but in thirteen years the number of our prison inmates has shown very little variation. Notwithstanding the great increase in population, many of whom are foreigners, our record will compare favorably with that of any country in the civilized world." So said Mr. W. B. Archibald, Dominion Parole Officer, at Ottawa the other day. Mr. Archibald eulogized the improved management of Canadian prisons, where convicts were taught a trade, so that they afterwards might lead honest lives. There had been 1,082 men released from penal institutions on parole, and only 24 of these had been returned to prison for having again committed crimes. About 70 had their licences cancelled for failure to report to the police or other causes.

C. P. R. FREIGHT RATES NOT ALWAYS EXCESSIVE.

A Scotchman named Alex. McOwan, writing in the Winnipeg "Free Press" about the western country and the C. P. R., makes it plain that he does not always sympathize with the plentiful complaints made of that road's overcharges by Western Canadians:

"When in Scotland at the beginning of the year, on immigration business, my attention was directed to a complaint in the "Scotsman" newspaper, the national organ of the country. It was written by a well known Scotch cattle breeder, a landed proprietor, near the town of Oban on the west coast of Scotland. In his letter this gentleman complained that he could put a steer on board the train at Calgary and the C. P. R. would

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TORONTO.**

haul it to St. John, N.B., a distance of about 3,000 miles, tranship it to one of their ocean steamers and carry it over sea, another 3,000 miles, landing it in Liverpool, cheaper than he could ship a beast by freight from Oban to London. You can depend that this gentleman did not think the Canadian farmer had much to complain about in comparison with his own grievances."

Another case is cited by Mr. McOwan. He says it was brought under his notice by Mr. W. Haxton, of Dundee, of the firm of Fleming-Haxton, shipping agents, through whose hands thousands of emigrants for Manitoba and the Northwest have passed within the last ten or twelve years.

"That Canadian Pacific of yours is a marvel for low rates," said Mr. Haxton to me one day. I ventured to remark that if he were on the other side of the Atlantic he would hear more about it. "Oh! it'll be the old story," he said,

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