power to start operations with a subscription of £30,000, the margin of capital after paying all preliminary expenses, will not be very large. The parent company has about 1,300 shareholders, so that the necessary capital may be obtained from them.

The Trust & Loan Company of Canada has decided to issue the balance of the new shares created last December, 15,000 left out of a total of 25,000 shares of £20 each. They will be issued to existing shareholders at par at the approximate rate of one new share for every 7⅓ shares now held. The directors of the Canadian General Electric Company have also decided to offer to the holders of common stock 9,400 shares at par, being in the proportion of one new share for each five shares of common stock now held.

How British Trade with Canada is being Hampered.

The members of the Birmingham Chamber of Commerce have either discovered a "mare's nest" or unearthed what is a very serious hindrance to British trade with Canada. A local firm, it is reported, recently made an effort to open trade with Canada, and samples of their goods were sent out to an agent, who reported that they had submitted them to the Fire Underwriters' Association's inspector, who stated that a test would have to be made at the underwriters' laboratories in Chicago in accordance with the rules of the National Board of Fire Underwriters, and that the manufacturers would have to bear the cost of testing and labelling charges and of carriage to and from the laboratories. This meant that the supply of all kinds of materials for use in buildings would be practically controlled by a corporate body established in the United States. The Chamber of Commerce, it is understood, decided to approach the President of the Board of Trade on the matter.

We are not, however, in this country altogether free from the suggestion of partiality in similar matters. It is within my knowledge that there exists to-day in this country an organisation which undertakes the testing of buildings against fire and issues a certificate which carries with it some influence in getting insurance rates reduced. The tests of this organisation may be perfectly good and hedged with every precaution, but I suggest that it is highly undesirable that it should be connected with a prominent cement company. Nothing could be more easy than for the certificates of the organisation to be largely confined to those who use the particular class of cement made by the dominating company. It is a point which may interest the Canadian cement trade.

Insurance for Jurymen.

The very latest thing in insurance schemes is a policy providing against loss occasioned to individuals through compulsory service as jurymen. In return for a premium of either one or two shillings, as the case may be, and an additional sixpence for stamp duty, the assured is entitled to compensation at the rate of either 10s. or 20s. per day, according to the premium paid, while serving on a jury within the United Kingdom, coroner's inquests excepted, during the twelve months for which the policy is in force; the policy being dated from thirty days after the proposal is made. The Car and General Insurance Corporation is responsible for the innovation.

LONDONER.

London, 28th May, 1910.

From Western Fields.

The Progress of the Crops—Canadian Northern's Extensions—Progress in Vancouver—Sir E. Shackleton and Canadian Minerals.

Cold and unseasonable weather throughout the prairie provinces has excited nervous fears in some quarters, lest growth of both wheat and oats, which are now above ground, should be retarded. Fears, however, appear to be groundless, reports on the crops from all the big centres throughout Manitoba and Saskatchewan being of a favourable character. The fall of snow which has occurred has been received in Calgary with something like enthusiasm, farmers expressing the opinion that it will mean bumper crops. All that is wanted from now on is plenty of bright sunshine with occasional showers.

Meantime preliminary official statistics, published at Regina by the Department of Agriculture of the Province regarding the area which has been seeded this year are satisfactory. The total area under wheat is put at 4,642,000 acres as compared with 4,085,000 last year, this being an increase of 557,000 acres. The area under oats is estimated at 2,103,000 acres as compared with 2,240,000 in 1909, a decrease of 137,000 acres. The areas under barley and flax, which are still being sown, have not yet been calculated.

The reduction in the area devoted to oats is due to the fact that last year financial results from this cereal were not quite satisfactory and there has been a general movement in favour of wheat, oats and barley for the time being, and pending the recovery of the oats market.

On the basis of these Saskatchewan preliminary returns, which are likely to be under rather than over the mark, it is calculated that there will be upwards of 7½ million acres under the four kinds of grain in Saskatchewan this year and that in the three prairie provinces there will be a wheat acreage of well over eight million acres.

Canadian Northern Extensions.

All the work on which the C. N. R. is now engaged will be pushed forward this year on a large scale. Tenders have been called for the construction of the first sixty miles of the Canadian Northern's system in British Columbia, and for a new line from Virginia to Duluth, Minn., which will give the C. N. R. connections, already arranged for, with the Chicago and North Western at Chicago and provide the company with a through line from Duluth to Winnipeg and the West. This line will cost $4,700,000 and the necessary funds have been obtained by a successful issue in London last week. From Port Arthur to Winnipeg the Canadian Northern track is to be relaid with 80 lbs. rails.

A few days ago there pulled out of the Grand Trunk Pacific Station, Winnipeg, a special train