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Mercantile Summary.

SYDNEY, Cape Breton, is now a city, having assumed that dignity with the new year.

THE Canadian commercial agent stationed at Manchester, England, has written the Canadian Department of Agriculture for samples of Canadian-grown tobacco. The matter has been referred to M. K. Cowan, M.P., for South Essex, who will endeavor to establish an English market for the Canadian product.

THE annual meeting of the American Association for the Advancement of Science began at St. Louis on 28th ult., and was to last a whole week. There were between 700 and 1,000 members present, comprising some of the most notable men in the country.

ONE occasionally sees a copy of the Bible in so small a compass that it is a marvel of book-making. Not for years have we seen so tiny a specimen of a 120 page book as the waistcoat pocket diary of Lever Bros., Toronto. It contains a lot of information, too, about the metric system of weights and measures, for example.

APPLICATION is to be made at the next session of the Manitoba Legislature for an Act to incorporate the Winnipeg, Selkirk and Lake Winnipeg Railway Company. Its object will be to build a belt electric line around the entire city of Winnipeg, and it will also ask for authority to do an electric light and power business there or elsewhere in the Province of Manitoba; also to erect and operate cold storage buildings and plants.

GREAT interest has been manifested in Paris, France, in the highly successful trial of the Renard automobile railless train. The dispatches say that it crossed the Seine on the new Alexandre III. bridge, made evolutions in the presence of an immense crowd in Place de la Concorde, and proceeded next to the Elysee, where the inventor was complimented by the President. The train made five turns inside the small courtyard, around President Loubet and a small crowd of interested spectators, and returned without the slightest misadventure to the sheds. It carried sixty passengers in five wagons and several tons of ballast.

THE retiring vice-president and general manager of the Montreal Street Railway, Mr. F. L. Wanklyn, was last week made the recipient of a clock, the gift of the members of the Street Railway staff. Those present were the heads of the departments. Mr. W. G. Ross, the new managing director, and Mr. Duncan McDonald, the new general manager, were the speakers. Mr. Wanklyn goes to join the board of the Dominion Steel Co., of which he has been made vice-president. A plate of the time piece contains the following words: "Presented to Frederick Lumb Wanklyn, Esq., by the staff of the Montreal Street Railway on his retirement from the position of vice-president and general manager of the company. Montreal, December 23, 1903."

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A PARTICULARLY watchful and savage-looking lion looks out from the large calendar of the Canada Permanent Mortgage Corporation. On one margin are the handsome figures of this great company's capital and assets, on the other the names of the officers.
SUM

ON the 31st December, at an hour before dawn, arrived at Sarnia under her own steam, from the "frozen north," the steamer Monarch of the Northern Navigation Co. She had been hemmed in by ice at Sailor's Encampment in Lake Huron, this side of the Sault Sainte Marie, since the 22nd, and had made a gallant and most uncommon fight in braving the perils of bleak Lake Huron to reach Sarnia before the New Year.

WHEN one reads upon a little box just delivered from the post-office: "Christmas Greeting, W. R. Calloway, Minneapolis," he instantly tries to fancy what out-of-the-way thing that kindly gentleman and practical joker has chosen for his friends. This time it is a bunch of resurrection plant from Texas, which, we are told, when properly moistened unrolls its leaves and becomes green. We have tried it, and find that this is true, and the plant becomes a thing of beauty. The essential point of Mr. Calloway's explanatory homily printed on his Christmas card is that "The plant drinks water."

THE Toronto Railway Company—and as a natural consequence Toronto citizens—have latterly been experiencing a good deal of trouble with the car service. Additional machinery has now been put in, however, and it is hoped that the trouble is at an end. This includes, besides a new 1,600 horse-power engine, the installation of four boilers of 520 horse-power instead of twelve of 160 horse-power in one of the boiler houses. A disabled generator has been repaired, and before long another battery of four boilers of 520 horse-power will be added. A storage battery system will also be used, by which something over 2,000 horse-power, not needed during the slack hours of the day, will be accumulated for use between 5 and 6 o'clock in the evening. When the present additions have been complete the company will have a capacity of 9,060 horse-power, as compared with 7,000 formerly. The company has also lately turned out of its shops a considerable number of new cars of the convertible pattern.