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Mercantile Summary.

A company has just received a charter of incorporation from the Manitoba Government under the title of The House Furnishings Company, Limited. Its capital is \$400,000, and among the charter members are Wm. and C. F. H. Grundy, of Winnipeg.

The Bonanza Creek Gold Mining Company, Limited, Toronto, capital \$1,750,000, has been given a charter by the Ontario Government. John Payne, R. Credicott and others of Toronto are named among the directors. The company is authorized to carry on, either as principal or agent, the business of mining and exploration in all branches.

It is stated that the capitalists who propose building a \$3,000,000 hotel in Montreal have succeeded in obtaining the promise of sufficient financial backing in England to warrant going on with the enterprise. The plan is to build a ten-storey building at the corner of St. Catherine and Peel streets, and to have the hotel thoroughly up to date, and on a much larger scale than anything hitherto attempted in Canada.

The Fording Valley Railway Company is applying to the British Columbia Legislature for a charter. It is proposed to build a line to connect with the British Columbia southern branch of the C.P.R. at the point where Michel Creek joins Elk River. Thence it would go to Henretta Creek, and follow that stream to the Alberta boundary. It would greatly help in the development of the coal lands now being worked by the Imperial Coal Co., and the C.P.R. also have large coal holdings in the Fording Valley.

We note that the Ontario Wind Engine and Pump Co., of Toronto, were favored the other day with an order for two complete air-motor outfits for the Imperial Government in one of the Crown colonies of West Africa. This order came entirely unsolicited, and is the result of eight years' trade with the Imperial Government in another colony in the Mediterranean, which has been entirely satisfactory to the authorities. No greater compliment needs to be paid to a company than such orders in the fact of world-wide competition.

A few years ago the quantity of foreign goods going into the Yukon was about double that of the domestic, but now a very different state of things prevails. Last year the total entries of goods into the Yukon district amounted to 35,468 tons, of which only 12,602 tons were foreign. For the past three fiscal years there has been a large and increasing balance of trade in Canada's favor. This in the case of goods entering northern British Columbia and Yukon, via the White Pass and Yukon route, amounted in 1901-2 to \$1,916,850; in 1902-3, \$1,994,539, and in 1903-4, \$2,645,622. In the case of importations entering via Alaska, there was a balance of trade in Canada's favor of \$49,578 in 1902, and of \$26,805 in 1903. The total imports for the last fiscal year by this route were: Domestic, \$432,294; foreign, \$405,489. A considerable portion of the foreign goods were re-exported to points in Alaska.

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References furnished.

CANADIAN WEST INDIA STEAMERS

Sail from Halifax for Bermuda, The Windward Islands and Demerara every other Monday, and for Jamaica once a month.

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

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