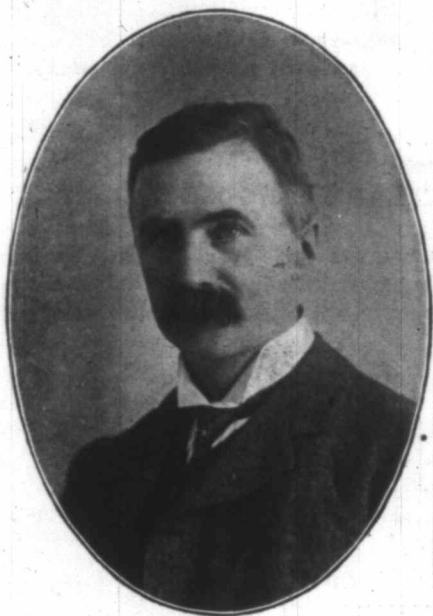


surrounding Edmonton, and this, through the courtesy of Mr. Fisher, the energetic secretary of its Board of Trade, I had an unsurpassed opportunity of seeing to advantage to-day.

The splendid streets of this city of the far North-West, the remarkably fine exhibits to be seen in its magnificent stores are only in keeping with the country which contributes its riches for the upbuilding of its commerce. I drove through miles and miles of land which, for soil, and climate,



Mr. F. J. Fisher

Secretary Edmonton Board of Trade, Secretary Alberta Inaugural Celebration Committee.

and general appearance, for fertility of make-up and beauty of outline, beat anything I have seen so far in all my experience. Beautiful rolling slopes of deep, black soil, climate superior in many respects to that of Ontario—prairie easy to clear and easier to work; this on an area of thousands of square miles—what must they mean to Edmonton and its people?

F. P. W.

Edmonton, Alta., Sept. 2, 1905.

EXHIBITION NOTES.

(Continued from page 301.)

loom at work, power-driven, which produces worsted tweed. Their line of colored serges is illustrated by samples in brown and blue of these well known goods. Looms are at work, too, in the division of the building occupied by the Dominion Textile Co., turning out in the one case cotton bags and in the other curtain stuff. These greatly interest the crowd.

A machine which commands great attention is the Lino-type. The one at work is Style B, No. 10, which is a "single letter" machine, and amazes while it mystifies any one who is not a printer.

Not to be outdone in showing what attracts the hoi polloi, and should indeed attract the *haute noblesse*, if we had any in Canada, the Gutta Percha & Rubber Manufacturing Co. has, at the eastern end of the building, fitters at work setting up on lasts Maltese Cross rubbers, with apparently as much interest in their work as if they had not a thronging, talking, gum-chewing crowd forever pressing round them. And the envelope-making machine, capacity 50,000 per day, shown by Davis & Henderson, has an attraction for those who admire swift-moving machinery. The mono-type is a comparatively recent form of type producer which is coming into increasing use. It is shown at work on the south side of the Process Building.

In the Agricultural Machinery Building is an array of canvas covered cedar canoes of very great attractiveness, made by R. Chestnut & Sons, of Fredericton, New Brunswick. They are made of cedar, covered with canvas, and have metal tanks in their sides for safety. They have

an agent in Toronto, namely, at Toronto Junction—the Toronto Gas & Gasoline Engine Co., who build their own boats, and make a very large and handsome exhibit.

CARRIAGE BUILDING.

Large as the Carriage Building is, or the Transportation Building as they now call it, there does not appear to be room enough in it for all those makers who aim to display their wares therein. It might be rash to hazard a guess as to how many carriage factories there are to-day in Canada, but their number must be great and their output large. London, Toronto, Gananoque, Palmerston, Guelph, Chatham, are carriage-making places accustomed to be represented at this and other yearly fairs. And the latest we have now to notice is Barrie, for a modest concern, the Barrie Carriage Co., launched only this year, we are told, has a display of no fewer than fifteen vehicles.

A large area at the north end, what used to be formerly the Art Room of the Canadian Society of Artists, is now the show room of that extensive concern, Wm. Gray & Sons, of Chatham, Ont. Transparencies, colored lights, flowers and bunting are employed with intent to make this display inviting. At the door-way a pyramidal structure rises, the basis a model of the Gray factory at Chatham, and the apex Miss Canada, as a life-size figure is named, bearing the maple leaf in one hand and an Empire flag in the other, the motto beneath being "THE WORLD OUR MARKET." Figures appropriately uniformed typify the navy and the army. Indeed so lavish is the use of festoons and of shields that ornamentation is overdone, and in reality seems in some measure to hide the handsome and uncommon types of vehicle shown. Here for instance is a new style victoria, after the style of those seen in Hyde Park, but with a certain American lightness of structure. Again a basket phaeton upholstered in blue broadcloth attracts the eye. And then an "English" brake, the body of natural woods, such as ash and whitewood, with tan leather cushions and aluminum fittings. The ingenious device by which some of the carriages of this house are, by a single motion of the driver's arm, converted from a two-seated to a one-seated rig, is most convenient.

BANKING AND FINANCIAL ITEMS.

The Standard Bank is opening a branch at Deseronto in a few days. We have seen it stated that Mr. J. W. Osborne, formerly agent for the same bank at Richmond Hill, is to be in charge.

It is reported by the Canadian Associated Press that the profit of the Bank of British North America for the past half-year was £40,613. A dividend of thirty shillings per share was declared, being at the rate of six per cent.

The resignation of Mr. Walter N. Anderson, of the assistant treasurership of the Province of Ontario, is announced, and will take effect, we are informed, in a few days. Mr. Anderson has held this important position for twelve years, having been appointed in the year 1893, and he was a safe man for the place, being eminently careful, methodical, and conscientious. His training as a Scotch banker and his long experience in Canada in the British, the Merchants, and the Commerce banks, in which last he held the highest position, marked him as an adviser of successive ministers. We understand that he is to be succeeded by Mr. C. H. Sproule, who has for years been provincial auditor, and who has the reputation of being a very sensible and prudent official.

OUR SAINT JOHN LETTER.

Trade conditions throughout the Province of New Brunswick are hardly as good as it was supposed at the opening of the summer they would be. In the first place there is a scarcity of logs for the lumber-mills, due to the light spring freshets. Already two or three mills in the immediate vicinity of St. John have been compelled to shut