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### SUCCESSFUL NAVIGATION SEASON.

Navigation on the Great Lakes closed last year in the second week of December. The season was a most successful one for all vessels. This was particularly the case with those of Canadian register, they being remarkably free from accidents. No Canadian ship was lost, and despite much smoke and fog,

only a few minor accidents such as groundings, occurred.

During the early part of the season, the freight movement was somewhat light, but the latter part was exceptionally heavy. The offerings of cargoes both of package freight for the West and grain for the East was greater than the fleet could handle. The grain shipments during September and October were phenomenally large. At Port Arthur elevators the business done was nearly double that of the previous year.

Lake traffic through the canals of Sault Ste. Marie, Michigan and Ontario for the month of November, compared with the corresponding period of 1907, showed a slight decrease in tonnage, the total freight movement being 6,273,124 tons, against 6,609,877 tons. The number of vessel passages was 1,922, compared with 2,141, the registered tonnage being 4,655,826, against 5,018,354.

At the port of Montreal, 739 sea-going vessels of 1,958,604 total tonnage entered during the season. This compared with 740 vessels in 1907, 820 in 1906 and 833 in 1905. The Harbour Commissioners reported that the aggregate revenue for the season was \$2,867 more than in 1907.

### TIME SAVING SYSTEM FOR TRANSIT DEPARTMENT.

The Business Systems Department of the Burroughs Adding Machine Company announces an attractive little booklet describing, in detail, a new system which has been adopted in the transit Department of several leading banks.

It is known as the Hibernia Transit System, after the Hibernia Bank & Trust Company of New Orleans, La., where it originated. This system presents a quick, simple and accurate method of eliminating the many cumbersome customs that have been in vogue, even in the best banking institutions, in connection with making up remittance letters.

The information in the book was supplied largely by L. M. Pool, Vice-President of the Hibernia, and will, doubtless, be of interest to every bank official.

One of the particular merits of the Hibernia method is that the various remittance letters issued by a bank are made up entirely on the Burroughs machine, without the necessity of any hand notations. Moreover, the letter is readily made in duplicate and triplicate, by means of carbon sheets, giving a three-fold check on the work and throwing around it the safeguard of accuracy.

### EAST AND WEST.

**Ladysmith, B.C.**—The Tyce smelter was blown in on December 12th and expects to have a long run, having plenty of ore on hand, say 1,200 to 1,500 tons just arrived.

**Edmonton, Alta.**—The J. Y. Griffin Company, which is the Canadian house of the Swift Packing Company of Chicago, has a plant worth half a million, handle 100 head of cattle per day and 1,000 hogs per week. They have a branch at Revelstoke.

**Windsor, N.S.**—Farmers around here have obtained this month and last from \$1.95 to \$2.40 per barrel for their apples. In one case, a farmer in Hants County, received \$2,193.75 in cash for 975 barrels—equal to \$2.25 per barrel.

**Calgary, Alta.**—A convention of western lumbermen is to be held here in February. Every proprietor and trader from Winnipeg to the coast is likely to be present, making perhaps 1,000 delegates expected. There are very important features of the trade to be discussed.

The local judge of Welland county, Ont. decrees that the town of Welland shall pay the Methodist Church of that town \$12,562 damages to their building when a municipal road-roller broke the gas main thereby setting fire to the church.

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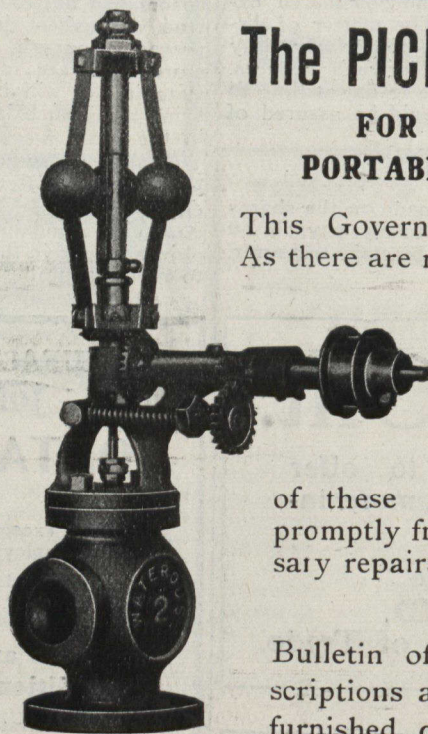
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