

Manchester in a unique position for handling and storing goods.

London, Liverpool, Glasgow and Belfast also encourage the development of Canadian imports and exports, and are prepared to encourage to the full any efforts which are made for its expansion.

Many Port Improvements.

In France the port authorities at Havre, Nantes, Bordeaux, Marseilles, all expressed the desire that trade between their ports and the Dominion should increase. At Havre, Bordeaux and Marseilles, the commission found that special provision had been made for handling cargoes such as Canada is prepared to send to France. In these ports extensive improvements were being carried out by the harbor commissioners for the purpose of extending the facilities of the ports, in the building of warehouses and providing mechanical appliances for loading and unloading vessels, so as to reduce to a minimum the time occupied in discharge and receipt of cargo.

Nantes was also visited by one of the commissioners and the same evidence of good-will and desire to foster the trade between Canada and France was manifest. The commissioners are now advised that a direct line has already been established between Canadian ports and Ste. Nazaire.

The main port of Italy, Genoa, was visited by the commission, which found that extensive improvements are being executed in the harbor and facilities were being provided for loading and unloading, which the port has not hitherto possessed.

Survey of Freight Situation.

The commission feels that it can only report conditions respecting freight rates as they find them, but they would reaffirm that they believe the question is a matter of such material importance to the country's export and import business, that it recommends as strongly as possible a complete governmental survey of the freight situation, and prompt application of such remedial measures as may be found necessary.

One of the most important factors that will have to be considered by the Canadian authorities in connection with the encouragement of vessels to use the St. Lawrence route, will be the question of an improved rate of insurance. Exactly how this is to be done does not come within the province of the commission, but undoubtedly until the high rate of insurance charged on vessels coming up the St. Lawrence is remedied, there will be reluctance on the part of the ship owners to send their vessels to Quebec and Montreal, as the difference in premium constitutes a serious charge on the vessel. It may, however, be suggested that the plan adopted by the British government for controlling marine insurance rates be seriously considered by the Canadian government. Some improvement is vital to the development of the St. Lawrence route, even if the Canadian government has to absorb the difference between the insurance rates to Quebec and Montreal, where they are higher than those to other North Atlantic ports.

The report is signed by Mr. J. W. Woods, chairman, Toronto; Mr. T. H. Wardleworth, vice-chairman, Montreal; Mr. H. E. Dupré, Quebec; Mr. W. F. Hatheway, St. John; Mr. F. Pausé, Montreal, and Mr. G. W. Allan, Winnipeg. Mr. Roy Campbell, Montreal, acted as secretary to the commission.

DIAMOND DRILLING RECOMMENDED

The proving of property by diamond drilling was a development that particularly appealed to Hon. William Sloan, minister of mines for British Columbia, on a recent trip through the province. It is one of the features of the recently passed mineral survey and development act. Diamond drilling is in progress at several points and is a great aid to the prospector and miner. An exact diagram is thus secured of a property, eliminating waste effort and expense.

The Canada Weather Insurance Company, of Toronto, has ceased to transact business in Canada and has reinsured its liabilities under unexpired policies, in the Home Insurance Company, New York, through their Ontario general agency, 15 Wellington Street East, Toronto, and has applied to parliament for the release of its securities.

CANADA'S BANK CLEARINGS

The following are the bank clearings for the weeks of July 7th, 1917, and July, 6th, 1916, respectively, with changes:—

	Week ended July 7, '17.	Week ended July 6, '16.	Changes.
Montreal	\$ 71,088,993	\$ 74,542,948	— \$ 3,453,955
Toronto	58,935,910	57,745,600	+ 1,190,310
Winnipeg	41,545,226	34,254,441	+ 7,290,785
Vancouver	7,501,591	6,526,679	+ 974,912
Ottawa	6,310,980	5,739,333	+ 571,647
Calgary	7,327,366	4,563,622	+ 2,763,744
Hamilton	4,577,780	3,800,812	+ 776,968
Quebec	4,608,481	4,317,951	+ 380,530
Edmonton	2,436,668	2,018,448	+ 418,220
Halifax	4,370,012	2,993,740	+ 1,376,266
London	2,435,578	2,569,453	— 133,875
Regina	3,071,346	2,115,557	+ 955,789
St. John	1,925,284	1,653,523	+ 271,761
Victoria	1,763,442	2,011,335	— 247,893
Saskatoon	1,554,923	965,571	+ 589,352
Moose Jaw	993,855	866,840	+ 127,015
Brandon	498,766	549,726	— 50,960
Brantford	780,677	693,076	+ 87,601
Fort William	773,223	582,667	+ 190,556
Lethbridge	731,355	462,980	+ 268,375
Medicine Hat	483,597	329,881	+ 153,716
New Westminster	378,392	319,775	+ 58,617
Peterboro'	688,876	520,429	+ 168,447
Sherbrooke	633,061	620,265	+ 12,796
Kitchener	544,099	501,315	+ 42,784
Totals	\$226,049,481	\$211,265,973	+ \$14,783,508

The following are the bank clearings for the months of June, 1917, and June, 1916, respectively:—

	Month ended June, 1917.	Month ended June, 1916.	Changes.
Montreal	\$ 385,722,538	\$320,737,140	+ \$ 64,985,398
Toronto	254,968,300	234,373,961	+ 20,594,339
Winnipeg	202,940,768	150,375,516	+ 52,565,252
Vancouver	33,960,212	27,124,891	+ 6,835,321
Ottawa	30,139,687	22,621,590	+ 7,518,097
Calgary	27,412,174	17,167,065	+ 10,245,109
Hamilton	20,801,102	16,443,307	+ 4,357,795
Quebec	18,393,711	15,973,856	+ 2,419,855
Edmonton	10,842,791	9,243,638	+ 1,599,153
Halifax	12,123,890	10,527,852	+ 1,596,038
London	8,912,624	8,028,975	+ 883,649
Regina	13,408,775	8,930,033	+ 4,478,742
St. John	8,644,777	7,975,302	+ 669,475
Victoria	7,323,563	6,919,085	+ 404,478
Saskatoon	7,133,833	4,542,312	+ 2,591,521
Moose Jaw	3,046,702	3,542,445	— 495,743
Brandon	1,941,373	2,128,412	— 187,039
Brantford	3,387,212	2,509,636	+ 877,576
Fort William	3,228,175	2,376,941	+ 851,234
Lethbridge	3,566,041	1,840,719	+ 1,725,322
Medicine Hat	2,319,595	1,396,051	+ 923,544
New Westminster	1,474,393	1,386,665	+ 87,728
Peterboro'	2,858,597	2,340,661	+ 517,936
Sherbrooke	2,715,151	2,226,335	+ 488,816
Kitchener	2,612,861	2,364,147	+ 248,714
Totals	\$1,069,878,845	\$883,096,535	+ \$186,782,310

Toronto's bank clearings for the week ended July 12th, were \$66,663,014, for the similar period 1916, \$47,592,814, and of 1915, \$36,623,246.

The discovery of a deposit of manganese dioxide between Altawan and Govenlock, on the Lethbridge-Weyburn line of the Canadian Pacific Railway has been reported to the Canadian Pacific Railway officials at Regina.

The following companies have been registered to transact business in North-Western Canada: The Hingston-Smith Arms Company, Limited, \$50,000, Winnipeg; Man.; Western Provinces Mortgage Company, Limited, \$1,000,000, Winnipeg.