

property in Winnipeg could be secured for \$600 per square foot. In the case of residential property, the highest average was \$363 per front foot for American cities; Winnipeg showed \$125. In the case of apartment houses, the average from 16 cities was \$431.25 per front foot, while the highest price paid in Winnipeg for a similar class of property is \$250, a difference of \$181.25 per front foot in favor of Winnipeg.

All through it was clear that Winnipeg's property to-day was the cheapest probably on the continent for anything near the centre of the city. Mr. Scott advised the cancellation of all plans for 25-foot lots outside the city limits, and that they be re-subdivided into 5 and 10-acre lots, and sold to market gardeners, dairymen and poultry raisers.

G.T.P. Bridge Into Saskatoon.

The past week saw the completion of the Grand Trunk Pacific bridge over the Saskatchewan into Saskatoon. It is just a little over a year ago since the work on the piers was begun, and the bridge would have been completed some time ago but for the non-arrival of steel and other material. The laying of steel ways to the city will be pushed vigorously from now on. The C.P.R. are also rushing to complete their bridge. This is expected to be finished in the course of the next few weeks. The want of steel throughout the West is causing considerable delay in railway construction.

Mr. Frank W. Morse, vice-president and general manager of the G.T.P., has been in the city during the past week in connection with the plans for the joint depot to be constructed for the Grand Trunk Pacific and Canadian Northern Railways. It is expected that tenders will be called for this work very shortly. It will be rushed to completion during 1909. The depot will be of the most modern type throughout, and of such a size as to meet the requirements of the interested companies for many years to come. A line from Portage to Winnipeg will be constructed as soon as the Spring opens. A large number of men will be required in this section, and in the completion of the line from Portage to Saskatoon.

PACIFIC SECTION.

(Continued from Page 1639.)

here by R. D. Rorison & Company. The factory will be at Eburne. Then Mr. O. L. Byers, of Toronto, says that freight charges are so heavy that he would like to establish a branch factory here for the manufacture of marine engines, and writes to the city council for information. In this line, particularly, there is considerable activity. One or two new companies have been organized in Vancouver. The Nanaimo Foundry and Machine Shop has just installed a plant to construct these kind of engines.

SCHOOL DISTRICTS BORROWING MONEY.

The particulars given are in order, name, number of school district, amount required, and correspondent:—

Saskatchewan.

Allen, No. 1762, \$1,700. W. M. Smith, Craik.
Stringer, No. 1825, \$1,600. P. Barr, Ovenstown.
Ellsworth, No. 1860, \$1,500. O. E. Jory, Macoun.
Alluvia, No. 1924, \$2,000. J. McLean, Buffalo.
Pascal, No. 1926, \$1,600. J. B. Schmitt, Pascal.
Deeplain, No. 1949, \$1,000. A. J. Hill, Prairie Rose.
Hallville, No. 1952, \$1,500. W. Watson, Aylesbury.
Francis, No. 777, \$12,000. W. G. Robinson, Francis.
Pebble Beach, No. 1806, \$1,000. E. Rodger, Bladworth.
Sweet Brier, No. 1835, \$1,000. E. Devitt, Cressman.
Bonnie Brae, No. 1837, \$1,800. L. Cameron, Hanley.
Prairie Bell, No. 1853, \$1,200. C. Nesmith, Fairlight.
Sheppard, No. 1897, \$1,500. J. A. Wallace, Chamberlain.
Orvold, No. 1899, \$1,200. E. B. Marvin, Mandal.
Alexandria, No. 1908, \$800. E. A. James, Lornhill.
Denholm, No. 1916, \$1,650. A. J. Greensill, Denholm.
Blenheim, No. 1917, \$800. H. W. Stuhler, Denholm.
Queensland, No. 1918, \$1,000. J. M. Dawson, Park.
Bastness, No. 1919, \$800. N. Halderson, Deer Lodge.
Newburn, No. 1920, \$800. C. J. Rowley, Sheho.
Guernsey, No. 1931, \$1,500. H. Terrell, Lanigan.
Concord, No. 1971, \$1,000. D. Walker, Davidson.

SOME ONTARIO ASSESSMENTS.

The Assessment Commissioner of St. Thomas, Ont., has received replies from a number of cities, showing average assessment and population, and in some cases the tax rate. Chatham appears to have the largest rate with 28 mills, and

A.D. 1833

BRITISH AMERICA

Assurance Company

Head Office:

TORONTO

FINANCIAL STATEMENT

January 1st, 1908

Assets	-	-	-	\$2,132,583.39
Security to Policyholders	-	-	-	1,673,814.94
LOSSES paid since organization of the Company	-	-	-	31,412,129.22

DIRECTORS

Hon. Geo. A. Cox - President
W. R. Brock - Vice-President

Robt. Bickerdike, M.P. E. W. Cox
D. B. Hanna John Hoskin, K.C., LL.D.
Alex. Laird Z. A. Lash, K.C.
W. B. Meikle Geo. A. Morrow
Augustus Myers Frederic Nicholls
James Kerr Osborne Col. Sir Henry M. Pellatt
E. R. Wood

W. B. Meikle, Managing Director

Windsor is next with 24½ mills. Peterboro has the lowest rate, it being 17 mills.

Brantford's assessment is the highest per capita, being \$586; that of St. Thomas is below the average of \$510 of the 12 cities given in the following table:—

City.	Population.	Assessment per head.
Brantford	19,896	\$586
Hamilton	64,067	583
Guelph	13,700	552
Windsor	15,417	549
London	47,769	537
Peterboro	16,000	534
Chatham	9,942	503
Stratford	14,069	501
St. Thomas	14,164	455
Berlin	13,083	450
Belleville	9,515	440
Woodstock	9,601	439

Average for 12 cities, \$510 per head of population.