THREE NEW MINING COMPANIES

Account for Eight Millions of Authorized Capital— Large Number of Incorporations.

Fifty-three new companies, with aggregate capital of $14,541,000, have been incorporated. Three Ontario gold mining companies account for $8,000,000 of that sum and the American Canadian Coal Company for another $2,500,000. The Gaspe Fish Company is an interesting incorporation in view of the prominence in which the Atlantic, Quebec and Western Railway has found itself in connection with the English Charing Cross Bank smash. The railway proposes to have its port at Gaspe Harbor. The Mad Dan Mining Company of Toronto claims the most picturesque name this week with the modest capital of $40,000. The Consolidated Swastika Mines, capitalized at $2,000,000, looks like an amalgamation of interests in the Northern Ontario gold fields. Still another automobile manufacturing company thinks the market has further scope and a new concern is therefore to start at Woodstock. Moose Jaw is the headquarters of the Banana Growers Syndicate, with capital of $25,000, and the Acme Trust Company is to operate at Calgary, a point where fruit is somewhat dear and in good demand. Fraternal activity is reflected in the incorporation of the Westminster Masonic Holding Company, capitalized at $40,000.

The following is a list of charters granted during the past week. The head office of each company is situated in the town or city mentioned at the beginning of each paragraph. The persons named are provisional directors:—

Macleod, Alta.—Macleod Hotel Company, $20,000.

Lethbridge, Alta.—Concrete Constructions, $50,000.

Moose Jaw, Sask.—Banana Growers Syndicate, $25,000.

Indian Head, Sask.—Boldnan Manufacturing Company, $75,000.

Chilliwack, B.C. — Chilliwack Implement and Produce Company, $50,000.

New Liskeard, Ont.—McCrea & Sharp, $40,000. J. R McCrea, W. C. Sharp, F. L. Smiley.

Haileybury, Ont.—Pike Lake Gold Mines, $3,000,000 J. M Hall, E. A. Wright, D. W. Lang.

Jonquieres, Que.—Compagnie de Meubles de Jonquieres, $99,000; H. Moisan, A. Masson, T. Leclerc.

Edmonton, Alta.—Walsh & Chambers, $10,000. Ottawa Oil Company, $10,000. St. Leonard's, $75,000.

Port Arthur, Ont.—Whalen Land Corporation, $250,000 W. F. Langworthy, A. J. McComber, P. D. Munroe.

Ottawa, Ont.—Roche Porcupine Gold Mining Company $3,000,000; G. R. Lyon, N. P. Wheeler, T. A. Roche.

Lachine, Que.—Compagnie de Manufacture de Moteurs Robert, $20,000; E. S. Bournet, O. R. A. J. Blanchard, A. Laplante.

New Westminster, B.C.—Westminster Masonic Holding Company, $40,000, Westminster Thoroughbred Association, $200,000.

Petit Rocher, N.B.—Gaspe Fish Company, $50,000; J. H. Corbett, Petit Rocher; A. Landry, Bathurst; H. J. Currie, Campbellton.

Regina, Sask. — Wascana Building Company, $25,000. Freeland Brothers, $20,000. Saskatchewan Pavers, $20,000. Garage, Limited, $100,000.

Niagara Falls, Ont—Niagara Falls Contracting Company, $40,000; E. D Lowrey, F. A. Goring, Niagara Township; T. F. Farris, Niagara Falls.

Calgary, Alta — Parker-Chase Electric Construction Company, $10,000. Langdon Farm Company, $100,000. Acme Fruit Company, $50,000. Moose Jaw Development Company, $32,000.

Winnipeg, Man.—Winnipeg News Company, $20,000; J R. Tanguay, W. H. Lunney, W. J. Walsh. Grain Exchange Billiard Club, $20,000; C. M. Vanderlip, J. H. Carleton, W. Irwin. J. C. Orr & Company, $20,000; J. C. Orr, G. A. Elliott, B. J. Deacon.

Woodstock, Ont.—Woodstock Dairymen's Exchange; T. Ballantyne, Stratford; R. Johnston, Woodstock; J. McLevin, East Zorra Township. Woodstock Automobile manufacturing Company, $50,000; A. C. Applebaum, H. H. Thorpe, H F. Green, Detroit.

Vancouver, B.C. — American Canadian Coal Company, $2,500,000. Central Motor and Machine Shop, $50,000. Parsons, Haddock Company, $50,000. British Columbia Wire Company, $100,000. Siwash Creek Mines, $500,000. National Homebuilders, $100,000. Telegram Company, $25,000. Jones & Rant, $50,000. Globe Investment Company, $500,000.

Montreal, Que.—Kennedy Construction Company, $250,000; J. Kennedy, La Tuque; C. D. French, Foster; St. G. Harvey, West Shefford. Brown, Rochette, $45,000; L. Tanguay, C. Lachance, E. Thivierge. Porteous & Company, $50,000; G. Porteous, F. G. Bush, G. R. Drennan. Economic Realty, $100,000; J. W. Domville, C. Dessaulles, L. Garneau. Mackay Realty, $350,000; F. S. Mackay, Montreal; E. Mackay, Papineauville; F. Mackay, Montreal. Sapho Manufacturing Company, $40,000; O. Letourneau, D. Corbeil, J. B. Berard.

Toronto.—Davison & Oakley, $50,000; H. H. Davison, H. Oakley, H. J. Macdonald. Mad Dan Mining Company, $40,000; G. Cooper, S. W. C. Scott, H. W. Male. Canadian Brake Shoes, $100,000; T. Jones, J. K. Lindsay, R. Cummings. Pugh Specialty Company, $40,000; E. J. Luttrell, D. A. Bemis, T. J. Pugh. Timmins Townsite Company, $40,000; J. B. Holden, G. A. Grover, D. W. O Sullivan Consolidated Swastika Mines, $2,000,000; L. Davis, A. T. Struthers, T. P. Galt. Snead & Company Iron Works, $40,000; G. B. Strathy, M. L. Gordon, J. F. MacGregor.

MONTREAL HARBOR REPORT.

Large Floating Dock to be One of the Latest Acquisitions—Policy of Development.

An extensive report of the Harbor Commissioners of Montreal has been published for the year 1910. The development of Montreal's harbor, which was planned and devised by their chief engineer, Mr. F. W. Cowie, was accepted and approved of by Parliament, and work on the same was commenced during the year under review. This scheme has its objective in a twelve years' continuous policy of development, but while the report naturally deals almost solely with the work accomplished during 1910, it also outlines in some measure the lines upon which this progress is to be continued in the future.

Floating Dry Dock.

Referring to the floating dry dock, which Messrs. Vickers, Sons & Maxim are building and will operate, the commissioners state that the dredging of the site at Molson's Creek has been carried on continuously, and it is expected that the dock will be installed and ready for work in the spring of next year. The plans, which have been approved for this work, call for the reclamation of some 30 acres of land, which will be sufficient to provide sites for all the workshops and other buildings that may be found necessary.

Reverting to the shipping itself, the commissioners draw attention to the fact that during the past year two new lines of vessels have been operating in the port. The chief of these is, of course, the Royal line, owned and operated by the Canadian Northern, and plying between Bristol and Montreal. The second new enterprise in this direction which saw its birth in 1910 was the service between this port and Australia, which was undertaken by the vessels of the New Zealand Shipping Company's fleet, under the direction and management of the Canadian Pacific Railway. Mention is also made of the enterprise shown by the Donaldson line in building and putting on the St. Lawrence route a new steamer in the Saturnia, which has helped in no slight degree to increase the trade between this port and Glasgow.

As regards the grain business in 1910 the commissioners find that their elevator No. 1 handled over fourteen million bushels of grain of all kinds, but some disappointment is expressed at the comparative failure of the floating elevators which the commissioners purchased at considerable cost from the Montreal Grain Elevating Company. This failure is expected to be amply redeemed during the present season. The demand for more shed space became so imperative that it was decided that the two new steel and concrete sheds should be built on the Tarte pier, and work on these has already been commenced.

Want Better Insurance Rates.

The matter of insurance rates is touched upon in a general way, and the commissioners state that they are endeavoring to get a betterment in the rates quoted by Lloyds for the St. Lawrence route, and would seem to have every hope of success.

The revenue of the port for 1910 exceeded that of 1909 by no less than $107,055. The disbursements charged to capital account for the year were $812,669, of which sum $435,812 was for interest charges, and the loans on capital account amounted to $1,300,000.

Number and Tonnage of Vessels.

Dealing with the number and tonnage of all vessels arriving in the port for the year, the commissioners furnish some interesting tables. It would seem that while the number of ships entering the port was 30 in excess of that recorded for 1909, the tonnage of ships had increased over the previous year to no less an extent than 220,000 tons, thus showing that the work that has been done and the money that has been spent in the improvement of the ship channel is commencing to bear fruit. The revenue accruing from the vessels showed an increase of more than $100,000 over the figures for 1909.