

HOUSE RETURNS.

figures of the Canadian Clearing  
ing with 9th August, 16th August,

	Aug. 9, 1906.	Aug. 17, 1906.
439.	\$28,593,039	\$23,167,967
718	*18,888,602	17,882,542
779	8,865,953	6,518,148
155	2,014,351	1,535,082
131	1,332,065	1,461,868
142	1,288,373	1,139,289
186	2,812,247	1,747,161
389	798,234	653,086
138	1,826,140	1,591,933
17	1,119,468	2,424,082
15	2,603,734	1,070,221
12		
		\$59,192,579

CORPORATIONS.

Toronto, \$50,000.—To carry on  
milling, reduction and develop-  
ment, Toronto.

rs. Limited, Montreal, \$100,000.  
Canada and elsewhere the busi-  
MacLaurin, Montreal.

Co., Beauharnois, Que., \$20-  
and operate steamers. L. J.

\$40,000.—To build or acquire  
W. Mackenzie and D. B.

Co., Winnipeg, \$850,000. C.  
n., and O. Lachmund, Arrow-

s, Limited, Montreal, \$100,000.  
ers, build vessels and docks, Montreal.

yn & Development Co., Mont-  
and lay out lands, promote im-  
C. M. Hays, Montreal.

Montreal, \$500,000.—To pub-  
pulp, produce motive power,  
real.

wa, \$40,000.—To purchase or  
for inventions, trade marks,  
inventors. N. J. Ker, C.E.,

Co., Hamilton, \$40,000.—To  
al in leaded and stained and  
mirrors, etc. W. Stonewall

Navigation Co., Montreal,  
boat lines on Lake Ontario  
build wharves, etc. W. Paul,

Montreal, \$3,000,000.—To acquire  
gas and electricity for heat,  
and operate hotels, operate,  
Watson, Westmount, Quebec.

Montreal, \$3,000,000.—  
merchandise, mechanical de-  
assets of business now car-  
Co., in Montreal; to act as  
g agency. James Morgan,

& Development Co., Mont-  
and improve lands in any part  
tion into such and advance  
tramways, ships, bridges,  
nerals; erect sawmills; refine  
Hays and F. W. Morse,

rike is ended. At a confer-  
ers' Association a minimum  
hour was decided upon, and  
ize the men's union. About  
the strike.

g with respect to terminals  
on between the Grand Trunk,  
ontinental Railway commis-  
share of liabilities involved  
required to enable the com-  
angement.

TRANSPORTATION NOTES.

STEAM.

The gross earnings of the Northern Pacific Railway for the past year are \$62,000,000, an increase of \$10,000,000 over the previous year.

The Canadian Northern Railway will enter Calgary within a short time, was the statement made in that city by President Mackenzie on Wednesday.

The G. T. R. proposes to construct a branch line from a point on the Central Vermont Railway east of St. Lambert, Que., in a southerly direction to St. Antoine de Longueuil.

The C. P. R. is having built 500 steel gondolas of 100,000 tons capacity, the first of which has just been turned out by the Dominion Steel Car Co., and has just given an order for fifty more of the same size.

For moving the wheat crop the C. P. R. expects to have ready a hundred additional engines and 8,600 extra cars for that exclusive purpose. Owing to improvements in the roadbed the capacity of trains will also be greatly enhanced.

The Great Northern, Burlington, and Northern Pacific railways have abolished all free passes, without waiting until the anti-pass clause of the new law takes effect. Passes involve discrimination, and, therefore, might make them subject to a fine of \$20,000.

The corner-stone of the new I. C. R. shops at Moncton was laid on Monday, by the Hon. Mr. Emmerson, Minister of Railways, several other political notables being present. That gentleman tickled his hearers by stating that the site had been selected with a view to a greater Moncton.

The German State Railway Administration has decided on a unique series of experiments for the prevention of accidents. A certain section of the well-known military line between Berlin and Jossen, about one and a quarter miles in length, has been handed over to the engineers, who will proceed to conduct elaborate tests by artificial wrecks.

The Minister of Railways has now agreed to issue passes to each I. C. R. employee who has completed a year's service; he may be given one pass each year for his wife and family. A limited number of additional passes will be granted in case of serious illness or death of relatives, or other exceptional circumstances.

Construction work is being rapidly done on the Canadian Northern line from Erwood to Pas Mission and Hudson Bay. The right of way to Fort Churchill, the probable terminus of the line will be probably completed by fall. There is little doubt that navigation on the Bay is feasible from July till the end of November, so its importance as a grain carrier cannot be over-rated.

As a result of recent important mineral discoveries in Northern Quebec the C. P. R. is displaying activity in surveying, etc. The Kippewa and Riviere des Quinze branch may be built at once, and this will afford easy access to Ville Marie and the country north of Temiskaming. Engineers are preparing a report on the proposed extension of the Nominig line to L'Originale Rapids.

AFLOAT.

R. O. & A. B. MacKay have purchased the steel freighter "Winona" for service on the upper lakes in the grain and ore trades.

The Elder-Dempster line is bringing to Canada, to ply between Montreal and Cuba and Mexico, the steamer "Sokoto" which has been employed carrying mails from West Africa to Liverpool.

The steamer "Erindale," which plies between Toronto and points along the north shore of Lake Ontario was last week burned to the waters' edge at Newcastle wharf. The female cook lost her life. The loss is placed at \$25,000 and the insurance only about \$7,000. The owner is Thos. G. Jackson. Suspicions of incendiarism are heard.

The Manchester Ship Canal has had a prosperous half-year, ending with June 30th. The tonnage was 2,243,136 tons gross, as against 1,933,127 tons in the corresponding period of 1905, or an increase of over 250,000 tons, of which practically all was in sea-borne traffic. Canadian trade with the Mother Land by way of Manchester, shows a strong tendency to increase.

The steamship "Athenic" recently unloaded at Albert Dock, London, this record cargo of New Zealand produce: 81,020 frozen carcasses mutton and lamb; 220 frozen quarters of beef; 777 cases frozen kidneys, hearts, etc.; 90 casks casings; 43,605 boxes butter (56 lbs.); 8,350 crates of cheese (56 lbs.); 35 frozen carcasses pork; 1,000 cases tinned meats; 11,550 bales wool and skins; 200 sacks grass seed; 1,100 casks tallow and pelts, and 2,800 cases fruit.

ELECTRIC.

Mr. Polson, of Vernon, B. C., contemplates running an electric railway through the great Coldstream and Bar X

ranches, through Vernon and to Okanagan Landing. Power would be obtained from Shuswap Falls.

The majority of the directors of the Hamilton, Grimsby & Beamsville Railway, have issued \$35,000 of new stock in order, it is said, to obtain a controlling interest, and the others contend that the action is illegal and that if the new stock is used for the purpose of voting on dividends, they will bring the matter into the courts.

The Quebec Railway, Light & Power Company is building a dam 84 ft high about half a mile up the river from Montmorency Falls in view of the inadequacy of the latter for power purposes at certain times. It is to be capable of holding back 52,000,000 cubic feet of water, and will be the largest of its kind in Canada. The company will instal a plant comprising a 1,500 k.w. alternating current generator, driven by a 2,225 horse-power turbine wheel.

SOME RAILWAY EARNINGS.

Canadian Pacific: Mileage, 8,792.

	1906.	1905.	Increase.
Fourth week July	\$1,931,000	\$1,506,000	\$425,000
Month July	5,882,000	4,548,000	1,334,000
First week August	1,390,000	1,070,000	320,000

Grand Trunk: Mileage, 4,085.

	1906.	1905.	Increase.
Fourth week July	\$152,853	\$1,034,391	\$118,462
Month July	3,606,234	3,229,213	377,021
First week August	869,037	707,307	161,730
Jan 1—July 31	22,516,438	20,469,725	2,046,713

Canadian Northern: Mileage, 2,433.

	1906.	1905.	Increase.
Fourth week July	\$188,500	\$126,700	\$61,800
Month July	603,800	397,100	206,700
First week August	125,900	79,200	46,700

Toronto, Hamilton, and Buffalo: Mileage, 88.

	1906.	1905.	Increase.
Month June	\$60,242	\$54,249	\$11,993
July, '05—June, '06	749,248	660,226	89,022

Toronto Street Railway.

	1906.	1905.	Increase.
Week Ending 11 Aug.	\$62,429	\$55,089	\$6,740
Month July	271,217	242,698	28,519
City's per centage	40,682	36,404	4,278

Delaware & Hudson in Canada.

There is talk of the Delaware & Hudson negotiating for the purchase of the projected Northeastern Railway from Temiscamingue to Quebec.

The Delaware & Hudson is getting its recently acquired purchase, the Quebec Southern, or South Shore line into good condition. Gradually it will be extended down the St. Lawrence, its charter giving the right to build to the junction of the G.T.R., and Intercolonial, on the south side the river, opposite Quebec.

A short line may be built to fill the gap between the southern terminus of the Quebec Southern at Noyan, and the northern terminus of the Delaware and Hudson at Rouse's Point.

ACCEPT NEWFOUNDLAND COIN.

St. John's, Nfld., August 8th, 1906.

Editor "The Monetary Times."

Sir,—I enclose a cutting from a St. John's paper, copying an item from the Montreal "Witness," suggesting the charging of a discount on "foreign" Newfoundland silver coins that find their way to Canada. No discount is charged on any Canadian silver circulating here, either by the banks or by the general public. I think it would be a grave mistake to create at this time any obstacle to the free exchange of the coins of this colony and Canada, when efforts are being made to draw them closer together in business.

Unless there is some urgent necessity for doing so it would be very unwise to do anything that might cause the least irritation or annoyance to our Newfoundland friends, or that might be used by any unscrupulous individuals to destroy that good feeling which is so marked at the present time.

The term "foreign" is hardly a correct one to apply to coins bearing the King's head, and of a British colony. American silver is freely accepted at its face value in many places in Canada. While such is the case it would be very inappropriate to tax the coinage of a sister colony, as the cutting contemplates may be done.

Yours truly,

Pro-Canadian.

The articles on exhibit at the Canadian National Exhibition, Toronto, last year were insured for \$3,000,000, and were of an estimated value of twice that amount. This year both insurance and value will be half as large again.