

Victoria, B.C.—Central British Columbia Publishing Company, \$50,000. Park House, \$100,000. Northern Terminus Mines, \$1,000,000. Island Construction & Development Company, \$500,000.

Toronto.—Lost and Found Mining Company, \$40,000. G. Cooper, S. W. C. Scott, H. W. Male. Hastings Quarries, \$100,000. R. P. Saunders, N. S. Macdonnell, Miss T. Burns. International Assets, \$4,000,000. A. C. Macdonnell, W. J. Boland, J. F. Boland. General Engineering & Construction Company, \$500,000. F. D. Mackay, C. F. Ritchie, J. H. Oldham. Riverdale Mosonic Hall, \$30,000. A. B. Crosby, B. Cairns, E. B. MacKenzie. Canada First Mining Company, \$1,800,000. W. G. Thurston, E. W. Boyd, J. F. Lawson. Dominion Casket Company, \$100,000. J. D. Ripson, Rochester; W. G. Whitehead, C. Elliott, Toronto.

Montreal.—Canadian Publicity Bureau, \$100,000. W. F. Chipman, R. O. McMurtry, F. G. Bush. City Realty Investing Company, of Montreal, \$2,500,000. G. W. MacDougall, C. A. Pope, W. Scott. Ensign Realty Company, \$50,000. E. P. Mousir, E. Soswill, A. A. Coire. Frontenac Breweries, \$1,000,000. J. Beaubien, Outremont; L. J. Mouton, J. A. Sauve, Montreal. Lackawanna Coal Company, \$145,000. W. Lebel, C. Petrie, F. A. Ewing. Compagnie du Parc Mercier, \$20,000. H. Ethier, J. H. A. Bohimier, G. Ball. Club de Chasse et de Pêche du Lac Lamothe, \$25,000. E. Dupré, J. A. Montfils, E. A. Lamothe. British Colonial Trust Company, \$20,000. Z. Filion, E. L. Patenaude, L. Rousseau.

MONTREAL ASSESSORS MAKE REPORT.

Some Population Statistics—Merger of Lake Steamers is Denied—Railway Will Shorten Route to Quebec.

Monetary Times Office,
Montreal, August 2nd.

The Canadian Pacific Railway is making arrangements to shorten its line from Montreal to Quebec. The line at present passes northwestward, from the city of Montreal across the island and over the Ottawa River until it reaches St. Martin's Junction, or Quebec Junction, a distance of about twelve miles from Montreal, when it turns in the direction of the city of Quebec. This makes a considerable detour which it is desirable to avoid. In addition to the extra mileage, as compared with a more direct route, the section of line traversed to the Junction is much travelled. It is used by all the trains going up into the Laurentian Mountains, besides which it is a portion of the Canadian Pacific Railway north shore line to Ottawa, so that the traffic is very heavy and the large number of trains which have to be handled necessitate frequent delays in the interests of safety.

The Canadian Northern line now starts from Montreal in a direct line for the city of Quebec. Thus it crosses the Ottawa at the eastern extremity of the island of Montreal. This is the territory through which it is expected the Canadian Pacific Railway will build its shortened line. It is claimed that the engineers are now taking soundings for a new bridge, which will be built near the present Canadian Northern bridge. It is expected that connection will be made with the present line near L'Epiphanie, about thirty-five miles from Montreal. The company has already made application to the Railway Commissioners for permission to build a line on the island in the direction indicated, and it is said that new shops will be erected along the route, and that a portion of the material being consumed in the different shops of the Canadian Pacific Railway will here be produced. The company will not confirm the report of this intention to build the short line, but allows that it intends building an industrial line from the city towards the eastern extremity of the island.

Merger of Lake Steamships Denied.

The Monetary Times has received a denial of the report that the Richelieu & Ontario merger may be extended to take in other companies, and the capital increased to \$20,000,000. The Richelieu & Ontario Company recently absorbed the Northern and the Inland Navigation lines, at the same time increasing its capital to \$10,000,000. The report now is that the Niagara Navigation Company is about to be taken in, as well as the Hamilton Steamship Company and the People's Mutual.

Asked if there was any truth in the report concerning the Niagara Navigation Company, the reply was: "Not at present. The Richelieu & Ontario passenger service would work in excellently with the Niagara Navigation Company if a proper arrangement could be reached. At present there do not seem to be any possibilities of such an outcome."

It has been stated frequently that negotiations were opened up to bring the Niagara Company and the Richelieu

& Ontario into closer relationship, but that owing to the extravagant demands of the Niagara Company these negotiations were called off.

Montreal Assessors Make Report.

The civic assessors of the city of Montreal have just issued a special report, in which the value of the taxable property, including exemptions, in Montreal, is now placed at \$500,000,000. At the end of 1910 the valuation was nearly \$430,000,000, so that the new valuation represents an increase of about \$70,000,000. The exemptions amount to about \$110,000,000. The increase is largely due to the decision of the city to tax the property in the Harbor of Montreal. The Harbor Commissioners have objected most strongly to the latter proposition whenever it has been mentioned, and it was understood that their objections had prevailed. It would now seem to be the intention of the civic authorities to levy an assessment upon the commissioners' property. The value of this property lying between the revetment wall and the river is placed at \$50,000,000. The probabilities are that the commissioners will appeal to the courts to annul the assessment. They claim that such a tax would affect the progress of the harbor. The controllers make the counter-claim that such would not be the case, and that the harbor properties in other cities have to contribute their share of the taxes. Since the end of 1909, the value of assessable property in Montreal has increased \$150,000,000, or a little less than 50 per cent. The growth has been due very largely to a number of outlying municipalities which have been taken in during 1910.

Some of the statistics regarding the growth of Montreal, which appear in the advance notice of the Montreal City Directory, are interesting. The population of Montreal and suburbs has now reached the total of 554,000. When the population of Westmount, Maisonneuve, Outremont and Verdun is deducted, the city proper is left with a total population of 488,000, or practically half a million. This population is doubtless based on the directory which contains 158,000 names. The population of Westmount is placed at 17,000, of Maisonneuve at 30,000, of Outremont at 5,000, and of Verdun at 14,000. Last year the directory contained 145,000 names which were estimated to represent the population of 507,000 for the city and outskirts, or 446,000 for the city proper. Hence, there is an increase of population in the city itself of 30,000, and of nearly 50,000 in the city and outskirts. In view of the difficulty that has been experienced in the past in obtaining houses and flats, and even offices, and the high prices demanded as rent, the directory reports as vacant, 3,814 houses, tenements and flats, 391 stores and 264 offices. This includes houses under construction or repair, and which, consequently, are not available for rental purposes.

The largest catch of sockeye salmon ever experienced in the Skeena River is reported from British Columbia for the season begun on June 20th.

General trade in Canada is reported good for this time of the year.

There are 2,544 branches of Canadian banks, 143 of which have been opened during the past six months. Vancouver, B.C., has opened its seventeenth bank.

The quantity of ore despatched from Cobalt during the week ended July 7th was 302 tons.

The Canadian Northern Railway Company has awarded a contract to a firm at St. Paul, Minnesota, for the construction of 550 miles of railway, to cost fifteen million dollars. The line will extend from Port Arthur, Ontario, to Sellwood Junction, north of Sudbury, Ontario.

The total immigration into Canada for the current calendar year will reach four hundred thousand.

The Intercolonial Railway management proposes to spend \$500,000 on new rolling stock.

There is an increase in the growth of flax in Canada of 300,000 acres over the area last year. The largest increase is in the province of Saskatchewan.

Canadian building permits show an increase of thirty-nine per cent. for the month of June in twenty-eight cities. Moose Jaw, Saskatchewan, leads with a gain of seven hundred per cent.

Canadian cities again lead in bank clearings for the past week, Edmonton, Alberta, showing the largest proportionate increase.

A sample of the first of the new crop, which has reached market, weighed sixty-two pounds to the bushel, and was exhibited by the Maple Leaf Milling Company. It was grown in Welland, Ontario.

An armoury (barracks) costing thirty thousand dollars, is under construction for Strathcona, Alberta.