

at Fort William than had been unloaded here at this time a year ago. Since the opening of navigation 268,482 tons of soft coal—nearly 50 cargoes—have come across the lakes, as compared with about 190,000 tons for a similar period in 1905. It is estimated that between 150,000 and 200,000 tons more of soft coal will have been received at this port for the company before the close of navigation than were handled last season, and nearly double the amount used in 1904. Their contract calls for 450,000 tons, and they have secured an option on an additional 100,000 tons, which will be delivered if a sufficient number of bottoms can be secured. The total amount used last year was 316,000 tons.

Of anthracite, most of which is consigned to Winnipeg merchants, about 45,000 tons have already arrived, and fully 10,000 tons are yet to come. Less than 50,000 tons were unloaded here in 1905.

During the season one record in the coal handling trade was broken. The steamer "Stanton" on her last trip up took 10,200 tons, the largest cargo by 600 tons that ever arrived at the head of Canadian lake navigation.

THE MINING AND INDUSTRIAL SHARE MARKET.

(Specially reported for the CANADIAN MINING REVIEW by
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Almost the entire interest in mining stocks is centered in the Cobalt companies. Several of them are being traded in on the "curb" market in New York, where there is the wildest kind of speculation. Prices are fluctuating widely, and soaring without any apparent cause except the tips given out by the promoters.

In the far West there has not been so much trading, but prices are firm, and the low priced stocks are being accumulated by Westerners.

The principal advance has been in California, Giant and Novelty, in the Rossland Camp. These properties are contiguous to the Le Roi No. 2 mine, and the buying has been stimulated by a report that efforts are being made to bring about a combination.

The market for the industrial shares is irregular, trading is very light, and there is almost an entire absence of speculation in these securities.

Coal stocks are somewhat lower, but the iron are higher, due probably to the high price prevailing in the metal trade.

The latest quotations are as follows:—

	Bid.	Asked.
Consolidated Mines	147½	150
Can. Gold Fields	7	7½
Granby Consolidated	14¾	15
Rambler-Cariboo	28	30
North Star	24	26
Monte Christo	3	3½
White Bear	9	10
California	6	7
Virginia	5	6
Deer Trail .....	...	2½
International Coal	57½	60
Sullivan	10½	13½
Jumbo	25	26
Cariboo-McKinney	3	4
Denoro	7	8
Novelty	2½	3
Diamond Vale Coal	17	20
Dominion Copper	6	6½
Dominion Coal (com.)	69	70
Dominion Coal (pref.) .....	...	...
Dominion Iron & Steel (com.)	29¾	29¾
Dominion Iron & Steel (pref.)	78½	81
Intercolonial Coal (com.) .....	...	...
Intercolonial Coal (pref.) .....	...	...
Nova Scotia Steel & Coal	67½	70
Nova Scotia Steel & Coal (pref.) .....	...	...

COMPANY NOTES.

The annual meeting of the stockholders of Allis-Chalmers Company, of Milwaukee, Wisconsin, represented in Canada by the Allis-Chalmers, Bullock & Co., of Montreal, held in Jersey City, September 6th, was marked by an unusually large attendance, more than sixty-five per cent. of the entire capital stock having been represented. The general feeling of harmony and satisfaction that prevailed in support of the present administration was particularly noteworthy. The re-election of Mr. W. H. Whiteside to the presidency, and his election to the directory to fill the longest term in the gift of the company, assures a continuance of his aggressive policy and will eliminate any feeling of uncertainty for some years to come.

In the following unanimous resolution the feeling of satisfaction felt by the stockholders is strongly expressed:

Resolved: "That the stockholders in annual meeting assembled express their appreciation of the services of President Whiteside and assure him of their cordial support for the ensuing year."

It is noticeable that the company has secured about \$4,500,000 worth of orders for classes of machinery not hitherto manufactured by this company, and this amount would have been very largely augmented had the completion of the improvements and extensions of the West Allis plant not been delayed by the labor troubles to which the contractors erecting the new buildings have been subjected. Notwithstanding the fact that the volume of orders taken for Allis-Chalmers steam turbines has been beyond all expectation, the demand for Reynolds Corliss engines also shows an unprecedented increase over preceding years.

In the electrical field the large orders received have hastened the occupancy of the new shops at West Allis provided for this branch of the business, which, in spite of their unfinished condition, are already in partial operation. Some of the largest corporations in the country have awarded the Allis-Chalmers Company contracts for their complete power and electrical equipments, thus endorsing President Whiteside's policy in providing the new departments established during the past year, which now enables the Allis-Chalmers Company to take orders for complete installations and thereby save purchasers the losses and annoyance incident to the division of responsibility in the erection and operation thereof.

The acquisition by the company of the Christensen Air Brake and Compressor patents rounds out the list of products required to enable the Allis-Chalmers Company to enter the electric railway field fully equipped for that service.

INDUSTRIAL NOTES.

The Bell Asbestos Mines, of Thetford Mines, Que., and the Asbestos Mining & Mfg. Co., of Chrysotile, Que., have recently increased their hoisting plants, the former by the addition of three and the latter by the addition of two 9 x 13 special cableway hoisting engines, as built by The Jenckes Machine Co., Limited, of Sherbrooke, Que.

The Canadian Consolidated Mines at Trail, B.C., have found by careful comparison that the use of Westinghouse electrical apparatus for power and haulage actually increases the output of their mines, and at the same time cuts down their operating expenses. They are now using three Westinghouse 1,250 K.W. transformers, as well as a Westinghouse electric locomotive for hauling cars to and from the mines.

The Montreal Smelting & Refining Co., which is building an extensive customs smelter at Trout Lake, near North Bay, Ont., for treatment of Cobalt ores, has closed a contract with The Jenckes Machine Co., Limited, Toronto, for the complete steam plant which will be required. This will consist of four 150 H.P. high pressure