

fest value to the proprietors. The general manager, Mr. D. M. Stewart, and the following officers of the bank were in session during the whole of the morning and afternoon: W. G. Browne, R. H. Fulton, L. P. Snyder, H. B. Orde, H. T. Rance, W. W. Bruce, J. Parker, G. J. Reid, Jos. Snell, A. P. Smith, R. R. Corson, T. H. Pringle, H. Arnold, S. McDougall, W. M. Chandler, W. J. Boyd, R. A. Williams, M. I. Lane, C. A. McMahon, G. T. Kirkpatrick, C. J. Sewell, F. A. M. Lister, G. S. Walsh, J. C. Massie, H. A. Ambridge, R. J. Ranney, A. W. Clark, C. R. Cumberland, G. E. Wills, Bruff Garrett, W. A. Grasett, E. O. S. Strange, W. J. Hill, W. J. Stark, C. Urquhart, F. E. Karn, D. B. Crombie.

BANKING AND FINANCIAL MATTERS.

The manager of the Bank of Hamilton, at Owen Sound, Mr. Ewing Buchan, has been transferred to Vancouver, B.C., to a similar position in the same bank. His Owen Sound friends presented him with a purse containing a goodly sum in gold.

The American Institute of Bank Clerks will hold its second annual convention, at St. Louis, Mo., August 25th, 26th and 27th. It is expected that the interest manifested in the work of the Institute, and the Exposition as an additional attraction, will serve to draw a large attendance.

The private banking business of Jacob Fuller, at Thedford, Ont., has been taken over by the Sovereign Bank of Canada, which will run it under that gentleman's management; also the private bank of E. A. Westland & Company, at Wyoming, Ont. The bank has established a branch also at Thessalon, Ont., under the managership of Mr. W. A. Parker.

Milwaukee's first modern skyscraper, the thirteen story Pabst building, corner of East Water and Wisconsin streets, has been purchased by the Wisconsin National Bank to establish a permanent home for the Bank and the recently organized Wisconsin Trust and Security Company. The building is central; it occupies the original site on which the only trading post in Milwaukee was erected. This post was started by Solomon Juneau, the first white settler of Milwaukee, in 1822.

Speaking of the accident at Oromocto Lake, where Mr. Foster and Mr. Thompson were drowned, our Halifax correspondent says: "Mr. Stavert, whose life was saved, was at one time in the Bank of Nova Scotia here, and all the parties are well known in Halifax, where regret is universal at the loss of valuable lives. On receiving notice of the drowning of its St. John manager, the Royal Bank, which has its headquarters in this city, instructed Mr. Hornsby, of their staff, to take charge of the St. John branch temporarily.

Week by week, if not day by day, we are getting nearer to a correct idea of the amount of loss sustained by the great fire of April, in this city. Up to yesterday noon, the total losses reported to the General Committee of Underwriters amounted to \$7,512,778. The amount of insurance for this loss was \$6,153,734, which is not far from 82 per cent.

OUR HALIFAX LETTER.

Nova Scotia has another new town. On Wednesday last, the Mayor and councillors for the newly incorporated town of Oxford were sworn into office. Oxford is a thriving little centre in the County of Cumberland, and is the site of several manufacturing establishments, including the Oxford Woolen Mills, whose tweeds have won more than a provincial reputation.

The board of examiners of colliery officials, which has been at work in Halifax for the past week going over the papers of candidates, has completed its labors. The result of their work is that 52 out of 120 candidates passed, ten receiving the manager's certificate, ten the under-manager's certificate, and thirty-two the overman's certificate. There is some talk of a new company being formed at Montreal to operate the Joggins colliery, the Chignecto mine, at

Maccan; the Jubilee, at Maccan; the Strathcona, at River Hebert, as well as the Kimberley on the other side of the river. These properties are at present all being worked by comparatively small companies. Coal freights from Bay of Fundy ports to New York are now 20 cents lower than at this time last year.

The Dominion Tar and Chemical Company, whose plant is located at Sydney, has recently chartered a steamer to convey a cargo of pitch to Italy. The company has been shipping a good deal of its product to Europe, since the plant was started last October, but this is the first occasion when an order so large as the present has been executed. The company has now 130 men employed, and the bulk of the summer's output has already been sold.

Mr. John McGowan, of Sydney, has recently patented a new railway crossing gate, and a company is being formed to take over the rights and manufacture the gate at Sydney. The gate works by means of a third rail parallel to the ordinary rails and raised above them sufficiently high for the car wheels to strike and depress, which action closes the highway gate to traffic. When the train has passed and the weight is off, the rail opens automatically. The gate is considered one of the most important connected with railway matters that has been patented for some years.

Dalhousie College is about to add another department, that of Civil Engineering, to her schools of instruction. Steps are being taken to obtain a qualified professor to organize the department and construct a course leading up to the degree. The new school will strengthen the School of Mining and has been rendered possible through the generous support of a number of public-spirited citizens of Halifax. To the young men of Nova Scotia, this opens up a new career from which the heavy expense of attending existing engineering schools of standing has hitherto debarred them. The extent to which development work in this province demands skilled direction is illustrated by the fact that at one time the Dominion Iron and Steel Co., of Sydney, had no less than one hundred and twenty engineers in its service. The new department places within the reach of young men the means of qualifying for many of the best industrial positions our country has to offer.

Mr. William Mackenzie, of Mackenzie & Mann, has been in the province for some days, and last week went over the route of the Halifax and Southwestern Railway, now being constructed for this firm. He has stated that passenger trains will be running between Halifax and Bridgewater in about two months' time, and that the section from Mahone to Chester will be open for traffic by July 1st, in order to accommodate this summer's tourist travel.

Halifax, 30th May, 1904.

OUR SAINT JOHN LETTER.

St. John suffered a very great loss in the death, last week, by drowning in the South Branch Oromocto Lake, of Messrs. John H. Thomson and R. P. Foster. Mr. Thomson was one of the city's wealthiest and foremost men, a member of the big shipping firm of Wm. Thomson & Co., owners of the Battle Line of steamers, and agents here of the Allan, the Manchester, the Furness, and other big companies. He was prominent as a member of Board of Trade in all public matters, and was largely interested in many enterprises, including the proposed dry dock. He was well known all over the Dominion and in the neighboring republic, and his death is regretted by friends everywhere. Mr. Thomson was only 56 years of age, and was in the full enjoyment of life. His death resulted from a sudden squall upsetting his boat while he was enjoying a holiday fishing on his preserve on the South Branch Lake. Mr. R. P. Foster, who perished with him, was a much younger man, being only 35 years of age, and filled the important position of resident manager of the Royal Bank of Canada. He was a native of St. John, and was considered a particularly capable bank man.

Another prominent business man of St. John, Mr. Daniel N. Vanwart, head of the big retail grocery firm of Vanwart Brothers, has passed to his reward. The deceased gentle-