

GROWTH OF DEPOSITS.

As indicating the prosperity of the United Kingdom in the past 32 years, the table, compiled by the Statist, showing the growth of deposits of the banks of the United Kingdom, is a very good example:—

Year.	No. of Banks.	Amount of deposits.
1912	82	£1,088,614,000
1911	84	1,017,707,000
1910	83	982,133,000
1905	88	871,165,000
1900	111	825,419,000
1895	155	735,394,000
1890	124	541,405,000
1885	128	439,894,000
1880	101	356,070,000

It will be seen that between 1880 and 1912 the deposits of the banks have risen from £356,070,000 to £1,088,614,000—in other words, they have more than trebled in thirty-two years. The reduction in the individual number of banks is, of course, a reflection of the absorption policy which went on at a great pace between 1895 and 1905, and is now practically completed.

CANADA STANDS NINTH IN WORLD'S SHIPPING.

In the number of vessels and volume of tonnage Canada shipping last year showed a substantial increase. The total number on the register books was 8,380, measuring 836,278 tons, an increase of 292 vessels and 65,832 tons, compared with 1911. The number of steamers was 3,667, with a gross tonnage of 641,225. Assuming the average value to be \$30 per ton, the value of the net registered tonnage of Canada at the end of 1912 was \$25,088,340. The number of new vessels built and registered during the year was 420, the tonnage 34,886 and the value \$1,569,870. During the year 241 vessels were removed from the register books.

It is estimated that 42,490 men and boys were employed on ships registered in Canada during 1912. Canada has now the ninth position in the shipping of all countries, Great Britain and her colonies being first with 12,580,488 tons, Germany second with 3,034,144, and the United States third with 2,617,791. In new shipping last year Ontario led with 11,170 tons, British Columbia was second with 10,647, Nova Scotia was third with 5,853, and Quebec fourth with 5,744. Wrecks numbered 19, strandings 10, and total losses, 19.

SUBMARINE WARNINGS.

It must be quite apparent that the increased demand for submarine warning bells, in any waters, will depend upon the more extensive adoption of receiving apparatus by the owners of vessels who prefer this method of danger signals.

The regulations in force in Canada require an officer at a land station to start the ringing of the bell in thick or foggy weather and to cease the operation when it is clear for at least five miles from the station, but this may not assist a vessel in fog a greater distance than five miles. It is a common experience on board vessels with receivers to hear the warnings from lightships and light-stations 10 to 15 miles, especially when the tripod carrying the bell is in deep water and the vessel with the receiver is a deep draught one. Coasting or light draught, steamers hear the bell sounds from 5 to 8 miles.

There is no doubt that submarine warnings are great aids to navigation: how great it is impossible to say, as there is no method of knowing how many wrecks they prevent.—Industrial Canada.

GOLD OUTPUT.

The mines of the Transvaal produced \$188,613,665 in gold last year, a new high record of output from the properties which have for several years given the world more than one-third of its yearly supply of the precious metal. The total for 1912 was \$18,326,947 greater than the amount mined in 1911, and the aggregate of dividends paid, \$42,978,859, was \$1,290,298 more than was distributed to shareholders in the previous year.

The analysis sheet of operations in the Transvaal region, as prepared by the Johannesburg Chamber of Mines, shows that 29,163,803 tons of ore were mined and 25,486,361 tons milled for an aggregate return in gold of 8,753,568 ounces. The gross profit from each ton of ore milled was \$7.10 and the net profit \$2.42.

In 1911 the gold output of the world was estimated at approximately \$473,267,125, and of this amount the Transvaal produced 36 per cent, the United States 20 per cent, and Australia 12 per cent. While complete reports from the leading mining centres have not been tabulated for 1912, it has been figured by authorities that the combined output of gold was not in excess of the 1911 record. Assuming that this estimate prove to be the fact, the Transvaal mines will have supplied 40 per cent of the total.

"A SMUDGELESS" INK.

From time to time so-called indelible and smudgeless inks have been placed upon the market, but their applications have been severely limited. Everyday commerce has not extended a sympathetic support. Yet some improvement upon the inks commonly used is imperative, especially when the fickle characteristics of the British climate are borne in mind. The address in ink on most envelopes becomes an indecipherable smudge when exposed to the rain, and missives consequently suffer when transmitted through the post, while labels on parcels become so indistinguishable as to prove beyond the capabilities of the most expert readers. For this reason, a new imperishable ink which has been introduced should receive a warm welcome. It is both damp-proof and rain-proof. It can be soaked in water and yet it will not run, being as clear, perfect and distinct as before immersion. It is fluid, and dries a grayish black, so that it may be used with all classes of pens; and is indeed so permanent as to outlast the material on which it is used. It should prove invaluable to nurserymen, merchants and all traders for use on tags, labels and direction and consignment cards where permanent legibility is desired.

BRITISH INDIA'S JUTE INDUSTRY.

For thirty-two years the jute industry of British India has shown almost unbroken progress. Comparing the record in 1884 with that of 1912, the number of mills has increased from 21 to 59; the nominal capital from \$87,827,100 to \$387,012,300; the number of persons employed from 38,800 to 201,300; the number of looms from 5,500 to 32,900, and the number of spindles from 88,000 to 677,500. While the increase is noticeable in every respect, observe how much greater it is in regard to employes, looms and spindles than in mills and capital and when the amount of the production is considered the increase is in even greater ratio; for in 1884 the total value of raw jute and bags and gunny cloth was \$405,186,000, while in 1912 the value was \$519,254,660. Raw jute reached its highest price in 1906-7, when it brought \$21 per bale; the last price noted in the statistics before us is \$16.63 per bale.