

HOUSE RETURNS.

The figures of the Canadian Clearing ending with 2nd August, 9th August, 1905:

Aug. 9.	Aug. 2.	Aug. 10, '05.
503,030	\$27,268,503	\$23,477,113
888,002	20,932,118	16,748,300
865,053	9,449,786	6,362,417
014,351	1,600,570	1,772,718
332,065	1,530,350	1,019,407
288,373	1,230,810	1,130,155
812,247	2,412,448	1,664,920
708,234	856,047	608,132
820,140	1,593,117	1,736,211
110,468	1,035,200	949,978
603,734	2,372,606	1,004,073
	984,230	
	662,578	
	\$72,243,373	\$57,383,333

Bank clearings, comparing July, and the past seven months of each of the years. The average advance in July was 15.1 per cent., while the increase was 18.3 per cent. Winnipeg and the most striking progress. Calgary recently been added to the list to

July.	1905.	Increase.
		Per cent.
1906.		
5,253,269	\$113,110,030	10.7
6,533,252	85,204,165	13.3
2,202,170	31,900,300	32.3
1,072,212	10,296,150	16.3
7,705,641	8,077,082	4.6
8,143,804	8,164,809	0.3
0,365,706	7,311,065	44.5
7,442,431	5,011,077	32.0
5,387,730	4,760,508	13.2
5,294,870	4,337,517	21.1
3,840,657	3,116,956	23.5
4,410,841	\$281,896,964	15.1

Seven Months.		
7,743,142	\$ 740,200,885	16.1
9,520,050	587,628,188	15.6
3,101,505	172,105,891	43.0
3,067,186	66,161,222	10.4
2,268,007	50,101,382	4.3
4,488,332	48,657,482	5.8
3,271,600	45,756,802	42.7
5,587,145	37,152,507	14.0
1,164,202	20,104,662	14.0
9,003,901	28,238,062	16.0
7,714,800	20,941,938	13.2
9,929,619	\$1,826,115,921	18.3

AMALGAMATION.

incorporated the People's Bank of New Brunswick.

on Thursday evening that the New Brunswick has been bought by the

financial men that the amalgamation which there have been rumors for accomplished by the Royal Bank.

not been officially communicated that the People's shareholders will

ing their stock for Montreal the People's Bank is \$180,000, all

the reserve is \$180,000, and the

shares is \$150. The last quota-

when it was thought that the

the Fredericton institution the

300 per share. The price given

said to be \$350.

olds 160 shares, and the Rap-

256 shares. The amalgamation

d in New Brunswick—the Bank

St. Stephen's Bank.

TRANSPORTATION NOTES.

Chief Government Inspector McCarthy says that the Grand Trunk Pacific has 8,000 men working on construction.

Toronto Railway gross earnings for July were \$265,891, or \$26,421 more than in July, 1905. Earnings for the first seven months of the present year were \$1,680,814, an increase of \$193,753.

The C.P.R. is planting a tract of thirty acres at Maple Creek, Sask., with jack pine in accordance with its resolution to establish at various points along its roadbed belts of trees to be used for ties.

The Farran Transportation Co., Collingwood, have closed a contract with the Collingwood Shipbuilding Co. to build a steel freight steamer, 406 ft. long, 50 ft. beam and 28 ft deep, to be equipped according to highest classification.

The charter for a bridge across the St. Lawrence from Montreal to Longueuil has been transferred to the Delaware and Hudson Railway Co., who will rush construction in connection with its purchase of the Quebec Southern and South Shore Railways.

Inward mails from Britain are delayed in transshipping at Rimouski, and the present slow tender, with one man aboard to handle the mails, which now meets the mail steamer, is likely to be replaced by a modern tender with a crew which can hustle.

Toronto Street Railway is ignoring the section of the Railway Act requiring returns of all accidents to the Railway and Municipal Board. Mr. A. B. Ingram, vice-chairman of the board, says the law is plain, and that the Toronto Railway Company must, therefore, fall in line with it.

Application has been made by the Eastern Canadian Passenger Association to the various railway and navigation companies and a schedule arranged for reduced passenger rates to and from various points in Canada and the United States in which exhibitions, conventions, etc., will be held this year.

The C.P.R. has sold all its timber holdings in the recently acquired Esquimalt and Nanaimo Railway belt on Vancouver Island to the MacLaren Timber Co., who already operate large mills near Vancouver. The price is said to be over \$3,000,000, or more than was paid originally for both railroad and land.

Directors of the Grand Trunk Pacific will expend \$1,500,000 within the next two years on rolling stock. New stock to the amount of \$25,000,000 will be issued shortly in accordance with current requirements and the state of the money market. Authorization for such issue was given at last session of Parliament.

For one man to build an entire railroad at his own expense, without incurring debt or issuing a bond, and for 20 per cent. of its thirty-six miles, together with seven stations to be located on his own land, is the record of Col. B. J. Gifford, of Kankakee, Ill. The road is the Chicago and Wabash Valley line in Indiana. The Vanderbilt railroad interests are said to have bought it.

Montreal shippers and those interested in navigation on the St. Lawrence River are exercised over reports that the United States Government is appropriating \$101,000,000 for making the Erie, Champlain and Oswego canals a uniform depth of nine feet. For this the water level at the foot of Lake Erie would have to be raised, so that the extra water for the canals would be taken from the present overflow to Niagara Falls, thus lowering the St. Lawrence.

Although the symmetry and grace that used to be aimed at in steamships are absent from the 500 and 550-foot steel tanks which the Americans are now building for use of the Great Lakes, the growth of their lake marine is marvellous. Canada, which had a far larger proportionate representation of lake craft forty years ago than now, is reasserting herself. In passenger steamers she has done very well, but now comes word of the building at Collingwood for next year's trade of a steel freight steamer 406 feet long, 50 feet beam and 28 feet depth, to class A1 in lake register.

Scotch boilers and triple marine engines will furnish her motive power.

Clew's & Co.'s circular:—Unless all signs fail some very interesting developments may be expected in the railroad world during the next six months. Our railroad magnates have highly important projects under consideration, involving the construction of much new mileage, as well as important readjustments of relations between some of the large systems. Already there are signs of strong personal rivalry between some of the big leaders arising out of conflicting interests in newly developed territory. New struggles for mastery are in prospect and the "community of interest" is less harmonious than for several years. Yet while the roads have all the traffic they can handle no serious differences need be expected, and established interests are growing more and more opposed to the old-fashioned railroad disputes.

MISCELLANEOUS ITEMS OF NEWS.

James Crathern has been re-elected representative of the Montreal Board of Trade on the Harbor Commission. This is his sixth period in that position.

Canada Furniture Manufacturers, Limited, are negotiating with the Woodstock, Ont., city council for the erection of a large plant at that place, described as to be the finest on the continent. They want a loan.

Lord Northcliffe is said to be behind a plan which has been made for building a very large hotel in Montreal. A company with a capital of \$3,000,000, mostly English, is being organized under the title of the St. James Land and Hotel Co.

There are nearly a hundred independent telephone systems in Canada, representing thousands of shareholders, and an investment of over \$2,000,000. The Independent Telephone Association will hold its annual convention at Toronto City Hall on September 5th.

The SS. "Adventure," which Major Moodie is taking up to Hudson Bay, will establish a route of communication between Fort Churchill and Norway House, the Hudson Bay Co. post at the head of Lake Winnipeg. Two or more intermediate posts are to be put up.

Nearly 20 per cent. has been taken off the price of methylated spirits manufactured under government supervision. They have been cut from \$1.50 and \$1.10 per gallon to \$1.25 and 90c. according to grade. Varnish manufacturers will reap the chief benefit.

At the Fredericton Boon Company's annual sale of no-mark logs, of which so far some 70,000,000 feet have been rafted this season, spruce fetched \$13.85 per thousand, cedar \$5.35, pine \$7, and hemlock \$4.75. Last year's prices were \$14.30, \$9.90, \$12.15, and \$4.80 respectively.

Holland & Grave, of Byng Inlet, have purchased from the Sarnia Bay Lumber, Timber & Salt Co., 108 square miles of forest land at Nairn Centre, on the north shore of Georgian Bay. The price was about \$1,500,000, which beats the record for that locality.

The \$8,483 given by the Canadian National Exhibition, Toronto, in cash prizes to cattle is divided as follows:—\$3,700 to Shorthorns, \$540 to Herefords, \$470 to Aberdeen Angus, \$395 to Galloways, \$220 to grade cattle (beef breeds), \$205 to fat cattle, \$731 to Ayrshires, \$795 to Jerseys, \$307 to Guernseys, \$890 to Holsteins, \$221 to grade cattle (dairy breeds).

English silk manufacturers still complain of the difficulty experienced in competing with certain classes of European goods in Canada, though latterly they have made energetic efforts to do so, and, though they are favored by the preference. There would appear to be some sort of trickery going on by which cheap continental stuff is entered into this country under a low tariff rate.

A company with a capital of \$100,000 has been organized to build apartment houses in Toronto, Ottawa and London. The company have purchased a site through the National Trust Company, at the corner of Wright and Roncesvalles Avenues, owned by the defunct York County Loan Company, on which a brick and stone apartment house three stories high, to give thirty-six suites, will be erected at a cost of \$80,000.

Dr. J. Van Ellbrecht, Dairy Commissioner for the Danish Government, who has been touring Canada and the United States, regards Canadian cheese as among the finest in the world. He gives some good hints for exporters to British markets. His Government keeps men there to study English taste. Danish butter which supplies 45 per cent. of the British market, is tubbed in a way that no other country can imitate.

Sir Wilfrid Laurier has refused to renew the Dominion Government's grant of \$5,000 to the Lake St. John Colonization Society because the local member, Mr. Girard, opposed it. Sir Wilfrid stated he was in perfect sympathy with the society, which makes his action all the more strange. Senator Choquette, who brought up the matter, offers to resign if Mr. Girard can show good reason for his position. Meantime, Sir Wilfrid offers to affiliate the society's work with that of the Department of the Interior, taking over its officials.

For well on to a half a century a troublesome and seemingly incurable disease has existed amongst the herds in the eastern portion of Nova Scotia, known as the Pictou cattle disease. Whole herds have been carried away by it and the veterinary surgeons have been able neither to diagnose exactly nor to cure it. The popular belief has been that it was due to the cattle feeding of a weed known as Ragwort or more vulgarly "Stinking Willie." Experiments conducted during the past four years in the counties affected, led the Dominion veterinary experts to conclude that the farmers' idea was correct, and to the inelegantly named plant the trouble was due. The inspector, Dr. Pethick, advises the farmers that the weed must be rooted.