

## Steamship Company Bonds

### Mutual Steamship Company,

due January 1st, 1914  
and 1916 to 1918

### Colonial Transportation Company,

due April 1st, 1915 to 1920

### Interlake Transit Company,

due July 1st, 1914 to 1920

Send for Special Circulars

These bonds are first charges on new steel freighters plying between Fort William and Montreal, and are issued for half the cost of the boat only.

The boats are fully protected by insurance against all possible disasters the policies being held by the trustees for the bondholders.

DENOMINATIONS \$500 & \$1,000.

Yielding 6 per cent.

**Wood, Gundy & Company**  
Toronto

### CLEARING HOUSE RETURNS

The following are the figures for the Canadian Clearing Houses, for the weeks ended July 22nd, 1909, July 14th, and July 21st, 1910, with percentage increase or decrease:—

	July 22'09.	July 14'10.	July 21'10	Chg. %
Montreal ...	\$41,493,784	\$45,087,361	\$45,559,649	+ 9.8
Toronto ....	27,891,453	33,981,067	30,411,480	+ 9.03
Winnipeg ...	11,760,272	18,706,104	18,783,040	+59.7
Vancouver ..	5,222,286	9,153,451	9,094,975	+74.1
Ottawa. ....	3,669,009	3,694,025	4,134,584	+12.6
Quebec ....	2,774,187	2,572,162	2,509,230	— 9.5
Calgary ....	2,011,577	2,948,337	2,869,827	+42.6
Halifax ....	1,935,664	2,154,122	1,928,227	— 0.3
Hamilton ...	1,637,358	2,006,360	1,939,422	+18.4
St. John ....	1,443,271	1,760,228	1,560,918	+ 8.1
Victoria ....	1,524,598	2,306,992	2,222,896	+45.8
London ....	1,223,134	1,391,291	1,305,751	+ 6.7
Edmonton ...	1,087,840	1,404,676	1,384,185	+27.2
Total ...	\$103,674,433	\$127,166,176	\$123,704,184	+19.3
Regina .....		1,514,582	962,760	
Brandon ...		463,519		

### EXCHANGE RATES.

Monetary Times Office,

Friday, 1 p.m.

The following prices are supplied by Messrs. Glazebrook & Cronyn, 75 Yonge Street, Toronto:—

New York Funds .....	3/64 dis.
Sterling—60 Days' Sight .....	8 3/4
Demand .....	9 3/16
Cable Transfers .....	9 1/4 + 1/32
Rates in New York .....	
Sterling—60 Days' Sight .....	4 83.50
Demand .....	4 85.60
Call Money in Toronto .....	5 1/2-6
Call Money in New York .....	
Bank of England Rate .....	3
Open Market Discount Rate in London for Short Bills .....	2 1/4

For the Pelham Township, Ont., \$17,000 5 per cent. 30-year school debentures eight bids were received, 7 from Toronto bond houses and one from the Imperial Bank. As previously noted, the offer of Messrs. Brent, Noxon & Company, was accepted.

For the \$400,000 5 per cent. 50-year debentures of South Vancouver, B.C., four bids were received, two from Toronto bond firms, one from Winnipeg and one from the Imperial Life Assurance Company. As previously noted, the offer of Messrs. Oldfield, Kirby & Gardner, of Winnipeg, was accepted.

### ATHABASCA LANDING IS PROSPERING

The chief industries of Athabasca Landing are: Agriculture and dairy farming, fur trading, lumbering, transshipping, boatbuilding and fishing. The farming opportunities of the Athabasca Landing district are rapidly becoming widely known. Intending settlers from all parts of Canada and the United States are constantly making enquiries regarding the Athabasca Landing district. The building of flat boats for transshipping supplies to the northern districts has been a great industry of Athabasca Landing for over a quarter of a century. As the cargoes coming out of the north are small in bulk, compared to those taken in, but few boats are brought back to this place. This necessitates the building of new boats annually. The average number of boats built annually is about seventy-five, but owing to the great attention the north is receiving at present, this year's output will number nearly one hundred. These boats are all built from native lumber and afford employment to a large number of men. In addition to the flat boats that are yearly constructed here the Northern Transportation Company have made Athabasca Landing their headquarters, and their fleet of steamers, numbering three, were all constructed at this point. Their largest steamer, which operates on the Athabasca River is 120 feet long. Last year the company constructed, in their local yard, a small steamer for use during the period of low water in the Athabasca River. The entire fittings of this steamer, except the engines, were made here. The boiler is a water tube boiler capable of producing 40 horse power and was built by the company's local engineers.

Lumbering has been an important industry at this point for years past but until recent years practically the entire output was consumed in the building of boats for the transshipping of northern supplies, but with the recent influx of settlers building lumber is a greater demand. Spruce, jack pine, tamarac and poplar are the prevailing varieties of timber to be had here. Timber berths are located all along the Athabasca River above the town for over 100 miles, the nearest being only 25 miles from the town. There are two saw and planing mills operated in the town, and the entire output of these mills is consumed locally. In addition to these two mills, a portable saw mill is operated in the district, for the benefit of the settlers who are able to take out their own logs from the numerous small streams throughout the district.

Some years ago the Dominion Government carried on boring operations here for tar sands, and struck a heavy flow of natural gas. The engineers stated that this flow was sufficient to supply a good-sized town. The flow has been stopped by the wedging of the casing and boring abandoned by the Government. As good deposits of limestone are located near the town there is an excellent opportunity offered for operating a lime kiln here, and as silicious sand of the finest quality is located along the Athabasca River there is also an opportunity here for glass works. Natural gas is the most economical fuel for the burning of both lime and glass.