

the increase was \$230,551, and \$1,016,657 greater than in October, 1897. The unusual increase this Fall was owing, to some extent, to the notes of the Bank of Montreal being utilized by other banks that had reached their limit some time ago. The total deposits appear as \$88,303,000, which is an increase of \$3,805,330 over October, 1901.

The current loans in statement amount to \$66,025,550, an increase of \$6,001,889,000 over 1901. The call and short loans in Great Britain and the United States advanced from \$29,397,548 in 1901 to \$36,936,942.

As the profits of past half year exceeded the sum of \$600,000, which is required to pay the usual dividend to extent of \$269,842, there is every prospect of the current year being most profitable and gratifying to the shareholders.

**MONEY ORDER TRANSACTIONS.**

The business of issuing Money Orders and honouring those drawn in Canada by foreign money order offices has grown to large proportions in recent years. The Orders issued last year amounted to \$23,549,402, which is double the amount issued in 1889 and \$9,081,405, or 62 per cent., more than in 1899. The increase since 1889 has been in following proportions: \$6,421,810 has been added to those issued in Canada and \$2,659,595 those payable in other countries. The Orders issued in other countries payable in Canada have also increased, the amount added to this class of Orders since 1899 being \$1,354,418, which is 60 per cent., as compared with the 62 per cent. increase of those issued in and payable in Canada. The new provinces and districts contributed largely to the increase since 1899, the addition of Manitoba being \$930,552, or 90 per cent.; the Northwest Territories, \$460,421, or 76 per cent.; British Columbia, \$750,525, or 45 per cent., and the Yukon \$1,183,667, an increase of 300 per cent. In the table given in this issue will be found the amounts of the Money Orders drawn in the United Kingdom and in the United States, also the Orders issued in those countries on Canada. The next but one largest transactions are those with Italy, the amount of money sent by the Italian labourers to their relatives being quite large. The Orders on Italy last year amounted to \$223,098, but only \$2,273 was paid for Italian Orders on Canada. The Japanese sent the most money home of any foreign residents in Canada, their remittances last year amounting to \$304,179. The Chinese transmit a mere bagatelle by Money Orders, only \$1,310 last year, so that they must be hoarding their money here or sending it to some agent in Canada for keeping on deposit or remitting to their friends in China.

There are now 2,066 Money Order offices in the Dominion. The interchange of these investments between Canada and other countries and colonies in 1902 was as follows:—

Country.	Number.	Issued in Canada. \$	Number.	Payable in Canada. \$
United States...	286,179	3,173,310	214,597	2,866,183
United Kingdom	92,733	1,172,580	33,929	552,231
France.....	6,302	54,505	1,756	32,657
Germany.....	2,939	40,805	591	14,224
Japan.....	8,692	304,179	99	1,574
Newfoundland..	6,094	91,364	5,399	51,242
Italy.....	6,274	223,098	56	2,273
Belgium.....	956	15,464	413	12,082
Switzerland....	1,568	16,181	101	1,537
N. S. Wales....	294	6,215	273	4,769
Hong Kong....	107	1,310	93	1,423
Victoria.....	208	4,477	181	2,765
New Zealand....	335	9,534	478	8,433
Jamaica.....	135	2,137	221	3,979
Bermuda.....	123	1,595	227	2,189
Barbados.....	223	2,410	377	9,312
Tasmania.....	266	1,773	26	587
Leeward Islands	91	1,237	122	2,886
Queensland....	131	3,323	65	1,675
S. Australia....	38	799	55	1,626
British Guiana.	15	177	144	2,138
Fiji.....	7	84	2	8
	413,712	5,126,367	259,205	3,575,803

Canada is evidently a land where money is earned and saved for transmission to all parts of the world.

**ELECTRICALLY FIRE-PROOFED CARS.**

The desirability of having all railway carriages made fire-proof, more especially those which are used on underground roads, has been frequently demonstrated by calamitous accidents. Even the cars run on city streets should be made fire-proof as they occasionally catch fire in the winter season from the heating apparatus, and when crowded are difficult to be cleared of passengers before some of them are injured.

In regard to the cars for the subway in New York and for the underground lines in London, England a statement respecting fire protection has been published of great interest. The following is from the "New York Times":—

Mr. E. P. Bryan, general manager of the Interborough Construction Co., which has the building and operating of the Manhattan tunnel, has given the first order for the cars that are to be used in the subway in Manhattan and eventually in the connecting tunnels in Brooklyn and the Bronx. After examination of various designs, as used in the Boston and other tunnels, Mr. Bryan has decided that cars as submitted from a St. Louis firm will be used.

Owing to the lack of time in which the fire-proofed wood could be furnished, these cars are to be made fire-proof by the use of asbestos. The general plan in this respect is that all electrical wires and other parts from which danger of fire might arise are to be either encased or covered with grooves of asbestos.

Mr. Bryan was informed that Charles T. Yerkes had cabled to the United States from London that he had given his first order for the cars in the London subway, and there will be a good-natured rivalry