

from garments. The rag soaked with inflammable fluid is thrown upon the floor. When the shop is closed up and the air is confined, the naphtha-soaked material will of itself generate fire. Bales of cotton placed in the hold of a ship are often the cause of disastrous fires. Frequently a spark from a cigar finds a resting place in a cotton bale, where it smolders for weeks. The dark hall in tenement houses is the indirect originator of fires. Greasy matting or small heaps of paper lie about. A match not extinguished, or a cigarette stub is thrown down and a blaze results."

VALUE OF FOREST PRODUCTS.

In view of the interest which attaches to forestry matters and to the convention which will meet next January at the call of Sir Wilfrid Laurier, as announced in another column, the following information concerning the annual value of the forest products of the United States will be in order. The report of the twelfth census, now issued, states that this value is nearly 575 million dollars annually. If to this were added the value of the firewood, farm material, and other forest products for which no returns are available, a very larger figure would be shown. Thus, as a direct source of wealth the forests of the country rank nearly with the mineral products as second to the farms. In addition to monetary value, the forests of the country have an immense, though not exactly calculable, value as a source of future supply and as a protective covering for watersheds.

Forests products are indispensable to mankind, and their steadily increasing price surely indicates that the demand is encroaching upon the supply. It is urgently important to the nation that the yearly consumption of forest products and the amount of available timber yet standing should be known.

—A report recently came from Vancouver to the effect that a quantity of the winter wheat grown in Southern Alberta, and in the Calgary district particularly, presumably about 1,000,000 bushels, was to be diverted westward to the coast on its way to market, in pursuance of the policy of the Canadian Pacific Railway Company to make Vancouver a great milling centre, giving them freight westward for their lumber cars, and at the same time relieve congestion on the Great Lakes route.

CLEARING HOUSE FIGURES.

The following are the figures of the Canadian Clearing Houses for the week ended with Thursday, September 21st, 1905, as compared with those of the previous week:

|                 | Sept. 21.    | Sept. 14.    |
|-----------------|--------------|--------------|
| Montreal .....  | \$27,471,155 | \$25,283,382 |
| Toronto .....   | 19,852,405   | 20,815,447   |
| Winnipeg .....  | 6,331,454    | 6,590,144    |
| Halifax .....   | 1,771,317    | 1,953,152    |
| Hamilton .....  | 1,722,451    | 1,293,659    |
| St. John .....  | 1,044,530    | 1,114,202    |
| Vancouver ..... | 2,084,005    | 1,995,876    |
| Victoria .....  | 911,693      | 994,640      |
| Quebec .....    | 1,544,492    | 1,665,830    |
| Ottawa .....    | 3,066,259    | 2,533,849    |
| London .....    | 1,019,833    | 913,019      |
| Total .....     | \$66,919,594 | \$65,152,700 |



Vault doors in Bank of Montreal and Royal Trust Company, Montreal. Three times larger and heavier than any other in Canada. Doors and Vestibules weigh 60 tons. Total weight of lining and doors 260 tons. Accepted to be the finest piece of vault work in construction and workmanship in the Dominion. — Built by the old established firm of

**J. & J. TAYLOR, Toronto Safe Works, Toronto.**  
Established 1855.

—It is stated that the Grand Trunk main line will inaugurate its service through Brantford on the 30th inst., and efforts will be made to celebrate such an important event in the history of that enterprising city in a fitting way.

—The Western Fair at London, Ont., was a very successful function this year, the attendance having been at least 10,000 in excess of that of last year. The weather was ideal, with the exception of the closing evening, when there was a severe thunderstorm. The exhibits and the entries of stock were both well up to or above the average.

—According to the Iron Age, a characteristic buying rush seems to be on in pig-iron market. In Pittsburg the purchase for United States Steel of 10,000 bessemer pig has been followed by some big sales, aggregating 65,000 to 75,000 tons of bessemer and basic pig. Chicago reports big transactions in foundry iron, aggregating 25,000 tons. Cincinnati notes some round sales. In Buffalo one furnace interest placed 13,000 tons. Prices have stiffened in all directions as the result of this movement. It is understood United States Steel will need 40,000 tons of outside iron for October. As yet no purchases have been made. While the largest orders for rails which were in the market last week, including 160,000 tons for the New York Central, have not been placed yet, some goodly contracts have been booked. They total up over 100,000 tons. Railroad buying is greatly in evidence in bridge material. In the lighter lines satisfactory reports come from the wire trades.

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