## FINANCIAL and COMMERCIAL

### **A SITUATION** PREPARED FOR

Trade Position in the Light of This Week's Events.

### REGARDING THE SMALL INVESTO

		otal deposi	Lis	uan y	
July, 1907		\$1,394,296	,034	\$32,260	
Jan., 1907		1,362,035	,836	26,942	
July 1906 .		. 1,335,003	,003	42,734	
Jan., 1906		1,292,358	,866	39,430	
July, 1905		1,252,928	,300	54,345	
Jan., 1905		., 1,198,583	,142	32,491	
July, 1904 .		1,166,091	,444	34,809	
Jan., 1904		1,131,281	,943	18,863	
July, 1903		1,112,418	,002	35,034	
Jan., 1903		1,077,383	,742	25,694	
July, 1902		1.051,689	,186	37,383	
Jan. 1902		1,014,305	,857	26,684	
July, 1901		987.621	,809	40,492	
Jan., 1901		947,126	,638	25,048	
July, 1900		922,081		34,600	
		887,480		35,037	
July, 1899		852,443		36,298	
		816,144		28,931	
	,		,476	20,527	,56
T. '11 1		form this	table	+hat	the
It will be	e seen	from this	table	tilat	UIIC

FROM INVESTOR

IN THE SHAPE OF THE SHAPE OF

### THE TEST OF TIGHT MONEY

The Financial Position and the What Happened in August, and What May Be Looked For in

	1st	2nd	3rd week. 10 41/2 2 3 25 6 2 10 6 4 8 3 1 5 96 6	41
	week.	week.	week.	Week
	 214	4	414	
••••	114	2	9	
	21/4	216	3	-
	. 8	20	25	35
	. 116	10	6	4
	 . 11/2	2	2	2
	 . 6	9	10	10
	 . 4	5	6	
	 11/2	21/2	4	
	 . 12	6	8	
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	12	186	96	
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	. 4	5 4	6	35 35 10 6 6 7 7 8 8 10 8 10 10 10 10 10 10 10 10 10 10 10 10 10
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ars	Yesterday's Today's	
ial	Closing Opening	No
ad	Amalg Copper 73% 78% 78% Anaconda 47% 47% 47% 47% Am Sugar Rfrs 114% 113% Am Smelt & Rfg 102% 102%	7
	Anaconda 47½ 47%	4
ide	Am Sugar Rfrs 1141/2 113%	11
oit-	Am Smelt & Rig1021/8 102%	10
	Atchison 87% 87%	8 5
	Atchison 375 87% Am Locomotive 54 54 54 Bart & Ohio 90½ 91½ Chesa & Ohio 34 23½ Cahadian Pacific 167 167	4
ipt	Rolt & Ohio 001/ 011/	9
if	Chara & Ohio 24 2214	3
er-	Canadian Pacific 167	3 16
he		2
201000	Erie	. 2
eo-	Erie First, pfd 514 51	2 5
ast	Erie	3
ck	Kansas & Texas 36 361/4	3
se-	N Y Central 1061/4 1063/4	=10
minds.	N Y Central 1064 1065 Reading 97 97 Sloss Sheffield 47 473 Pennsylvania 119 1194 Rock Island 204 203	9
et-	Sloss Sheffield 47 47%	4
on	Pennsylvania119 1191/8	11
	Rock Island 201/2 20%	2
	St. Paul 122% 1221/2	12
	Southern Rly 16 16%	1
-	Southern Pacific 85% 85%	8
	Northern Pacine123% 123½	12
	Union Decise 1991/ 1998/	5 12
-	II S Steel 298/ 201/	3
R	II S Steel ned 051/4 052/	9
	Rock Island   2014	
	CHICAGO MARKET REPORT.	
	Carolido Maitribi Iusi Oldi.	
or	Sept Corn     61     61%       Sept Wheat     9414     9414       Sept Oats     54%     54%       Dec Corn     60     80%	6
71	Sept Wheat 941/4 941/6	9
	Sept Oats 54% 54%	
V-	Dec Corn 60 601/4	5 6
	Dec Wheat 991/4 991/2	9
	MONTREAL QUOTATIONS	
1000		

**PEOPLE OF NOTE** 

SIX DEAD AND

**MANY INJURED** 

Exhibition Special on C. P. R.

### POSED AS A KING **OF ASTROLOGERS**

Man Who Conducted the Niagara Falls Swindle Was an Leaves Rails With Fatal

NIAGARA FALLS, Ont., Sept. 3 -Toronto, Sept. 3-Death came suddenly

of loronto, while about two core of holiday makers were more or less seriously injured. The accident was caused by the ditching of the train through some as yet used of the cars.

The train consisted of five coaches and left Markolle crowded with passengers. The spot where the accident occurred is about forty-two miles from Toronto, Caledon and Caldwell Junction and is what is known as: 'Horseshoe.' The track at its point takes a long curve eastward to avoid Caledon Mountain. The grade is yet, steep on the horseshoe, and steel in the tracks is the heaviest that can be obtained. The spot is regarded by trainment as particularly dangerous.

Of five cars in the train, the smoker, which was part the engine, suffered most. It turned completely turtle and lies on its back with trucks: All the killed and many other cars were partially telescoped. The survivors who reached the city all state that the 'track' was running manners, articularly dangerous.

When you order Philps' brakfast bacon in passing there and it is thought the engineer was trying to catch up on the down grade. The train, it is said, was going at fully sixty miles an hour went in be down grade. The train, it is said, was going at fully sixty miles an hour when it he down grade. The train, it is said, was going at fully sixty miles an hour when it he down grade. The train, it is said, was going at fully sixty miles an hour when it he down grade. The train, it is said, was going at fully sixty miles an hour when it he down grade. The train, it is said, was going at fully sixty miles an hour when it he train, the smoker. Have any the care in passing there and it is thought the engineer was trying to catch up on the down grade. The train, it is said, was going at fully sixty miles an hour when it he down grade. The train, it is said, was going at fully sixty miles an hour when it he down grade. The train, it is said, was going at fully sixty miles an hour when it he down grade. The train, it is said, was going at fully sixty miles an hour when it he down f Sunderland, Aug. 31—Ar, stmr Crown of Galacia, Montreal via London.
Liverpool, Aug. 31—Ard stmr Vizcaina, Pugwash, N S for Manchester.
Glasgow, Aug. 31—Sailed, stmr Assinibola, for Montreal.
London, Sept 2—Ard, stmr Karnaka, Que-

# School of Mining

KINGSTON, ONT.

IN LEAD PACKETS.

"Has an Exclusive Flavor."

The one Tea you will never tire of. -FOR SALE AT ALL GROCERS.-

W. D. STROUD & SONS, MONTREAL, QUE.

A Jolly Game for Children. is great sport to play "Up a Tree" on the lawn beneath the real trees. Chairs who is either to

Story of a Family Separated During Riel Rebellion and Reunited Recently in Spo-

SPOKANE, Wash., Sept. 3—Separated during the Riel rebellion in Manitoba in 1885, the mother crazed through fear of massacre by the Indians, and incarcerated in an asylum, the father and sons escaping from the country, Mrs. Dorothy Irvine and her two sons, Peter Irvine, of Tacoma, and Harry Irvine, were reunited at North Yakima, Wash., west of Spokane, a few days ago. Mrs. Irvine was located in St. Louis and brought to Spokane, going afterward to the home of her son at