

what, but that was due to the fact that their work was located up north at considerable distance, and it may be, suggested Mr. Ellison, that the working men object to going so far north.

Civic Insurance at Winnipeg.

The question of the fire insurance on the city's properties has been further considered by a committee of Winnipeg Council. A sub-committee have reported to them in favour of increasing the amount of insurance by \$243,000, which will involve \$1,639 increase in premiums. The highest amount is on the police station, \$79,000. In apportioning the insurance it is proposed that the highest allotment to any company should be ten per cent. On most buildings it is proposed to insure for 66⅔ per cent. of the insurable values, this not to apply to the fire halls and the high pressure plant. It is proposed to insure on the basis of a three years' term. Further conferences with underwriters have since taken place.

Water Power Development.

A big scheme is being inaugurated by the International Electrical Company, a new undertaking with offices in Nelson and Portland, Oue., for the development of the great water powers of the Pend d'Oreille river. The river runs to the United States some fifty miles southeast of Creston. For nine miles before reaching the boundary it is a series of rapids. At a point some six miles above on the Canadian side a site admirably adapted for the necessary works has been staked and here it is expected that a great power plant will be erected and a large city will be located to be known as Falls City. Mr. W. E. Moore, hydraulic engineer, of Spokane, has made an elaborate investigation and report on the power sites on the river. An upper site, in his opinion, is capable of a total development of some 65,000 horsepower and the cost per horsepower of the total development will be about \$60. The Sheep Creek and Ymir mining districts are only fifteen miles away and the power sites are within 100 miles of Spokane.

Industrial Vancouver.

Mr. Lincoln Chandler, a secretary of the Metropolitan Amalgamated Railway Carriage & Wagon Company of Saltley, Birmingham, England, has lately been in Vancouver in connection with the establishment of a large engineering construction works in close proximity to the city. At least \$5,000,000 will, it is stated, be expended upon these works which will cover from fifty to a hundred acres. The undertaking will be launched within the next few months.

Insurance Investments in the West.

The Manitoba Free Press has recently published some interesting figures with regard to the investments of insurance companies in the West. The Free Press finds that the gross loans in Manitoba, Saskatchewan and Alberta, by life assurance companies, amount to \$38,983,765. This total does not include the very considerable investments made by one company, the returns of which were not available in time for inclusion in the table. If they had been available the total would have been over \$40,000,000. Of the total, \$23,352,547 is invested in Manitoba, \$9,999,801 in Saskatchewan and \$5,631,417 in Alberta.

Financial and General.

MONTREAL HARBOUR REVENUE.—The following is the statement of revenue of the Montreal Harbour Commissioners for the month of October:—

From Collector of Customs—		1909	1910.
Imports..	..	\$ 25,000.00	\$ 33,000.00
Exports..	..	17,000.00	13,500.00
		\$42,000.00	\$ 46,500.00
From Wharfinger for local traffic..		8,766.59	5,484.54
		\$ 50,766.59	\$ 51,984.54
Amount previously reported from opening of navigation..		238,215.50	284,165.11
Total..		\$288,982.09	\$336,149.65
Increase..			\$ 47,167.56
The above totals were received from:			
Imports..		\$169,500.00	\$214,500.00
Exports..		75,000.00	72,500.00
Local traffic..		44,482.09	49,149.65
		\$288,982.09	\$336,149.65

Number and tonnage of sea-going vessels that arrived in port from the opening of navigation up to November 1st, in the following years:

Years.	Steamships.	Tonnage.
1907..	674	1,736,059
1908..	671	1,784,847
1909..	601	1,705,570
1910..	674	2,010,924

CANADIAN NORTHERN RAILWAY.—The statement of earnings and operating expenses for the month of September, 1910, is as follows:—

	1910.	1909.	Increase.
Gross Earnings....	\$1,279,900	\$1,076,800	\$203,100
Expenses....	898,700	765,300	133,400
Net Earnings....	381,200	311,500	69,700
Mileage in operation....	3,297	3,158	139
	July 1 to Sept. 30,	July 1 to Sept. 30,	Agg. In-crease.
	1910.	1909.	
Gross Earnings....	\$3,598,000	\$2,727,400	\$870,600
Expenses....	2,605,600	1,981,900	623,700
Net earnings....	992,400	745,500	246,900
Mileage in operation....	3,297	3,115	182

CANADIAN PACIFIC RAILWAY.—The statement of earnings and expenses to September 30, 1910, is as follows:—

	September, 1910.	July 1st to September 30th, 1910.
Gross Earnings..	\$9,315,213.67	\$27,439,759.66
Working Expenses..	5,403,614.03	16,351,868.10

Net Profits.. \$3,911,599.64 \$11,087,891.56
In September, 1909, the net profits were \$3,431,889.17 and from July 1st to September 30th, 1909, there was a net profit of \$8,875,817.77. The gain in net profits over the same period last year is, therefore, for September \$479,710.47 and from July 1st to September 30th, \$2,212,073.79.

"WIRELESS" AT ONE CENT A WORD.—A London message says that the Blue Book issued in connection with the report of the Royal Commission on trade relations between Canada and the West Indies, gives particulars of the proposals of the Fessenden Wireless Telegraph Company, of Canada, for an "all-red" wireless telegraph route. The company proposes to instal wireless telegraphic communication between Great Britain, Canada and the West Indies, and believes that it will ultimately be able to reduce the rates between Great Britain and Canada, and between Canada and the West Indies, to one cent a word. The basis