

EDMONTON'S TRADE IS GROWING

Comparative Figures Show Increases—Stringency Affects Building Returns—Customs Collections

(Special Correspondence.)

Edmonton, Alta, July 7th.

While Edmonton is certainly feeling the effects of the world-wide financial conditions, and the difficulty in obtaining capital has checked development to some extent, particularly in regard to building operations, the general business situation, as indicated by available statistics for June, would appear to be thoroughly sound, and practically all lines of commercial and industrial activity are showing marked expansion as compared with last year. The following comparative statistics for the month of June and for the six months ending June 30th, are of interest:—

	For the month	
	June 1912	June 1913
Bank clearings	\$17,135,856	\$18,859,991
Customs returns	131,398	179,405
Building permits	2,567,235	1,428,650
Street Railway passengers ..	965,515	1,328,843
Street Railway revenue	\$39,380	\$54,488

	For half-year ending June 30th	
	1912	1913
Bank clearings	\$100,227,845	\$105,806,286
Customs returns	698,230	1,032,123
Building permits	7,555,012	6,345,405
Street Railway passengers ..	4,638,084	7,224,085
Street Railway revenue ..	\$189,864	\$293,474

Increase in Trade Returns.

Notwithstanding last year's bank clearings were undoubtedly swelled by a considerable amount of speculative investment in real estate, which has now been practically eliminated, it will be noticed that bank clearings show an increase over last year. This is evidence that there has been an increase in the volume of commercial business, the expansion of which has more than replaced the shrinkage in real estate speculation. This view is corroborated by statements made by the heads of the larger commercial enterprises. One of Edmonton's largest and oldest wholesale concerns recently stated that his business for June not only showed the largest volume of trade, but also showed the heaviest collections of any month since the business was established.

Building Homes for Citizens.

It will be noticed that customs collections for the half year indicate that the business of importing houses has increased approximately 50 per cent. as compared with last year.

Building permits for the six months show a falling off, owing to the fact that several large projects have been deferred, owing to financial conditions. In the building figures for June are 140 residences, aggregating \$374,050 in estimated cost.

Saskatoon had no fires during the last week of June. There was one false alarm.

The Merchants' Bank has recently opened branches at Donalda, Alberta; Huntingdon, Quebec; Victoria (north end), British Columbia; and sub-agencies at Pelee Island, Ontario; Czar, Saskatchewan; Forbes, Saskatchewan; that at Parksville, British Columbia, has been closed.

BRISTOL INTERNATIONAL EXHIBITION NEXT YEAR

It is proposed to hold an exhibition in Bristol from May to October next year. Copies of the prospectus and descriptive pamphlets have been forwarded by the Canadian trade commissioner of Bristol to the department of trade and commerce at Ottawa, where they may be seen by any persons who may desire to become exhibitors.

BALKAN WAR AND EDMONTON BONDS

A cable message is understood to have been received from Messrs. Kleinworths, London, who took up a ten million dollar issue of Edmonton this year, and who have already paid \$5,500,000 proceeds of the debentures. They draw attention to the fact that war has been declared and the city should take proper heed. Reason for the cable is that there is a war clause in the agreement regarding sale of debentures. Under this clause the firm might seek relief from responsibility of carrying out the contract. If the company should do this it may be necessary to issue treasury notes to raise money.

BOUGHT CANADIAN PACIFIC STOCK AT FORTY

Mr. L. Zuckerman, a member of the Berlin financial firm of Schlesinger-Tricer and Company, with his son, Walter, and F. Warschauer, of the National Bank fur Deutschland, Berlin, two institutions chiefly responsible for the participation of German investors in Canadian Pacific and other stocks, are taking a trip through western Canada, which neither has visited before.

Mr. Zuckerman says his firm first introduced the C.P.R. stock to Berlin investors nearly 25 years ago, with profitable results since they bought in the region of 40 and 45.

AGRICULTURAL POSSIBILITIES OF THE CLAY BELT

Messrs. J. H. Grinsdale, director of experimental farms, and George H. Clark, seeds commissioner, recently arrived in Winnipeg after a long journey along the line of the National Transcontinental Railway between Abitibi and Winnipeg, studying the agricultural possibilities of the new territory that is being made available for settlement by the Grand Trunk Pacific.

The "clay belt" along the railway line commences about 150 miles west of Cochrane and extends westward as far as English River, near Grant, a divisional point on the G.T.P., a distance of over four hundred miles. The general character of the land throughout this belt is fairly uniform. The country is drained by deeply cut river beds at intervals of from twenty to twenty-five miles. Between the rivers which flow northward, the surface in general is slightly undulating, the highest points seldom rising to more than ten feet above and the lowest stretches ten feet below the level of the railway grade. West of the clay belt, between Grant and Superior Junction, the country is characterized by rocky and gravelly hills, interspersed with sandy intervals, occasional outcrops of clay and an abundance of small lakes and streams. A very small percentage of this country is suitable for agriculture.

For the purpose of record convenient for reference, each inter-river section as viewed along the Transcontinental right-of-way from a point ten miles west of Abitibi River, two hundred and seventy-five miles west to Grant, was classified as to the percentage that might be considered excellent, good, fair and inferior, from the viewpoint of the settler, the percentage being roughly determined by the relative mileage of each that was traversed along the railway line.

The ratepayers of Gananoque have passed a by-law to give the electric light company a ten-year contract and a thirty-year franchise, and also carried by a large majority a by-law regarding the Gananoque and Arnprior Railway.

CONDENSED ADVERTISEMENTS

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