

down, and in a few weeks others will have to follow. This has thrown several hundred men out of employment much earlier than usual, and there is no other work for them to turn to until winter sets in, when they will get employment loading the winter port steamers. This scarcity of lumber is greatly felt at the present time, because there is a good English market and satisfactory freight rates, so if there was a supply our shipping men also could be doing well, where they are now compelled to let matters drift. The crop will not be as abundant as was expected, because there was practically no rain during the whole month of August, and crops that promised well have been so parched that there will be a considerable falling off in the yield. The outlook, however, is not by any means blue. A heavy rain on Sunday and Monday has greatly benefited the crops, and the hope has not yet been abandoned of getting out several million feet of logs that are hung up on the lower stretches of the St. John river. A few heavy rains would release these. Merchants and traders generally say that business continues good, and they look for a fairly successful fall trade.

The Mowry Safety Nut Company, a local concern manufacturing a patent nut invented by a St. John man, has sent samples to the Midland, Lancashire and Yorkshire, and Great Western Railways of England, and also to the Trans-Siberian Railway. They are also filling a large order for the Intercolonial. The Mowry patent enables the company at small cost to convert an ordinary nut into a Mowry nut, and then it is declared to be absolutely impossible for it to wear loose. If the claim of the inventors holds good, and there seems little doubt that it can, the nut will be invaluable in fastening railroad ties and on machinery at all points where there is a special strain. It is expected to supersede the celebrated cotter pins. The company manufacturing these

nuts have begun operations in a small way, but they are making every effort to direct the attention of railroad men and machinery manufacturers to the invention, and are meeting with considerable encouragement.

The Provincial Government has given a contract to Messrs. Brown Brothers to make necessary repairs to the New Brunswick Central Railway. The contract price is \$85,000, and for this some bridges and culverts are to be renewed and other repair work done that it is believed will put the road-bed in good condition. It taps a good lumber country, and the Queen's County coal fields, and it is believed will more than earn running expenses. * * *

CLEARING HOUSE FIGURES.

The following are the figures of the Canadian Clearing Houses for the week ended with Thursday, September 7th, 1905, as compared with those of the previous week:

	Sept. 7.	August 31.
Montreal	\$21,037,782	\$22,305,307
Toronto	17,129,634	17,530,464
Winnipeg	7,633,855	5,381,466
Halifax	1,665,922	1,467,339
Hamilton	1,177,455	1,099,237
St. John	945,773	916,707
Vancouver	1,891,531	1,768,233
Victoria	561,258	757,318
Quebec	1,658,188	1,518,425
Ottawa	2,314,667	2,003,507
London	840,072	783,176
Total	\$56,856,137	\$55,531,179

VANCOUVER HARBOR.

News of importance to the future of the port of Vancouver comes to hand this week in the announcement made with reference to the probable use of False Creek for ocean craft. As a Vancouver writer puts it, "The city is young, and many of its people have not yet realized the cramping effects of the control of the water-front by a big corporation, [such as the C.P.R.], and it is this effect that will be, to a large extent, neutralized by the improvement of False Creek." So the people are naturally pleased that the Ottawa minister of public works sent out Mr. Roy, inspector general of public works, to examine the locality. This official reports that False Creek is one of the finest of sites for a harbor, and he purposes recommending the Ottawa Government to so dredge and reclaim the creek that ships of the deepest draught can use it. This step would double the size of Vancouver water-front, and would provide a public harbor and docks, uncontrolled by corporations or individuals. The news, we repeat, is good news, and it is to be hoped the Dominion Government will not take too many years to consider the subject before acting upon it.

There appears to be quite a stir among various parties in Vancouver in the direction of putting up abattoirs or packing-houses, or both. Mr. Telfer, of New York, who used to be in charge of the Montreal civic abattoir, is out in Vancouver now, and his presence there makes people talk.



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

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