

thizers, to form an association to be known as the Bank Clerks' Association of Canada. The object of the association was "to unite together all the employees of the different banks into an organization for their mutual benefit, protection, improvement and advancement." While the bank clerks have more reason to form themselves into a union than have many of the labor organizations, the method adopted by the promoters of the association was against its successful consummation. The promoters of the scheme were largely outsiders, who no doubt wished to profit personally by the promotion of such an organization. Another objection to the scheme was that it was to be kept secret from the general managers and head officials of the various banks. We believe that if the clerks of these banks went to their general managers and explained the situation and laid their cause before them, that they would secure a sympathetic hearing. There is no doubt that they have a claim to some further share of the banks' profits. During the past few years the banks have been earning increasingly large returns on their capital and have been able to increase the dividends to shareholders. In the cases of some banks there have been two or three increases within the past two or three years. Instead of further increases to the shareholders, it would seem more the part of wisdom to grant larger salaries to the employees. By making the bank clerks' salaries larger, the banks would secure more and better men. The competition from outside sources, especially from other financial institutions, is so keen that many of the banks' best and most promising young men are induced to leave. Possibly in self-defence the banks will be forced to pay more than they are doing at the present time. It is a big question which must be grappled with and settled before very long.

COST OF GRAND TRUNK'S ELEVATED TRACKS.

THE Grand Trunk Railway are not finding it an easy matter to come to an agreement with the city regarding the elevation of their tracks into Bonaventure Station. The matter came up recently before the Board of Railway Commissioners, but the city and Grand Trunk Railway were unable to agree upon their proportionate shares in the cost, and the matter was left in abeyance until a future meeting of the Railway Commissioners. Some years ago the city agreed to contribute \$2,000,000 towards the cost of elevated tracks. At that time the elevation was to be on embankments and the \$2,000,000 which the city agreed to contribute would about pay for half the outlay. Later on the city changed its mind and declared that it must have concrete retaining walls. The Grand Trunk Railway opposed this on various grounds claiming that the earth embankments

are more suitable from an engineering standpoint and are also much cheaper than a concrete retaining wall would be. However, the city held out in its determination to have concrete, with the result that the Railway Company have asked them to contribute more than \$2,000,000. The city refused to do this with the result that a deadlock has occurred between the Railway Company and the city.

The Railway Commissioners will now have their own engineers go over the estimates and plans submitted and endeavor to determine what the cost will be, and what proportion the city should bear. It is just possible, however, in the meantime that the Grand Trunk and city will get together and compromise upon the amount to be paid. The plans as submitted by the Railway Company showed that the cost of a union station, freight houses, elevation of tracks, etc., would amount to \$8,800,000. Of this the cost of the station and freight houses would be \$3,200,000, leaving a cost of \$5,600,000 for the elevation of the tracks. The railway contended that the city should pay half of this expenditure of \$5,600,000. It is expected that as soon as an agreement is reached, work will commence upon the elevation of the tracks and the construction of the new station and freight houses.

This determination on the part of the Grand Trunk to spend in the neighborhood of \$9,000,000 on improved terminal facilities in the city means that a sum in the neighborhood of \$40,000,000 will be expended by the three railroads within the next two or three years. The Canadian Northern have announced plans for tunnelling the mountain and building new terminals, elevated tracks, etc., at a cost of \$25,000,000, the Grand Trunk are now prepared to spend \$9,000,000, while the Canadian Pacific Railway are now at work on improved terminal facilities which will cost in the neighborhood of \$5,000,000, making a total outlay of almost \$40,000,000 in Montreal alone.

CANADIAN BANK STOCKS.

Our Banks Said to Be Making More Than Paid Out.

JAFFRAY, CASSELS and BIGGAR, of Toronto, in a circular dealing with bank stocks, say:—The Bank Act permits the issue of new stock at a premium equivalent to the proportion of reserve to capital. With this permission directors prefer to make new issues on that basis. Further increases in reserve funds will mean higher prices for new issues of capital. But already it is evident that difficulty is foreseen for new issues. The last issue of Dominion Bank stock, for instance, was offered at 200, whereas the low would have permitted a higher price, but the market seemed to prohibit it. Growing business will require steady increases in capital to furnish circulation. In

this view, then it would seem that to facilitate absorption of new issues, a check in additions to reserve funds or else increased dividend distributions might be expected.

Earnings would seem to justify larger dividends. Banks have been earning much more than has been paid out; have, in fact, been growing "fat," and this condition must, some day, be of benefit to the shareholder. Dividends have been increased. The average of the dividends of the banks noted below a year ago was 10 per cent, and is now about 11 per cent.

The profits of a number of banks were as follows:—

	Last year's profits.	Rate on present assets.	Rate on present Cap. & Res.	Rate on Capital.
Montreal	\$2,276,518	.90	7.28	15.67
Commerce	2,305,409	1.25	10.69	21.76
Merchants	1,179,581	1.54	10.34	19.66
Imperial	841,692	1.17	7.01	15.15
Dominion	704,045	1.03	6.76	16.58
Nova Scotia	815,519	1.29	7.09	23.00
Union	662,437	1.14	8.30	14.00
Toronto	677,964	1.23	6.60	15.33
Traders	601,193	1.14	8.77	13.80
Ottawa	595,228	1.28	7.94	16.72
Hamilton	443,506	1.00	7.03	16.22
Standard	381,601	1.03	8.48	19.08

Net profits on capital and rest combined amounted to 8.84 per cent the past year as against 8.16 per cent a year ago. A comparison of rates of earnings of individual banks follows:—

Banks.	1911.	1910.	1909.	1908.
Montreal	15.20	12.48	12.68	13.59
Commerce	19.70	18.38	15.10	16.27
Merchants	19.65	17.61	13.85	16.31
Dominion	16.49	16.48	15.59	16.21
Imperial	15.14	14.05	14.89	15.39
Nova Scotia	23.00	22.08	20.14	18.65
Toronto	16.36	14.74	14.48	14.55
Traders	14.00	13.54	10.50	11.50
Union	14.00	15.64	12.75	12.61
Ottawa	17.00	15.21	13.86	14.33
Hamilton	16.22	16.32	15.29	14.58
Standard	18.65	17.11	18.14	17.94

AN INSURANCE TRANSACTION.

It is rumored in insurance circles that the syndicate which purchased the London Mutual Fire Insurance Company a few years ago for, it is believed, somewhere in the vicinity of \$150,000, accomplished the selling to the Midland & Textile Fire Insurance Company, of England, recently, at the price of \$350,000. The company will in future be called the London Fire Insurance Company of Canada, and the Midland & Textile Company will enter the Canadian field through it.

LIABLE TO INCOME TAX.

THE Appeal Court at London has ruled that money deposited by fire insurance companies with Dominion governments so as to enable them to transact business in the Dominions, was liable to income tax in England. The decision affects three appealing companies.