

CANADA CYCLE AND MOTOR COMPANY.

The annual meeting of the Canada Cycle and Motor Company, Limited, was held in Toronto on the 15th inst. According to a report laid before the shareholders, the bicycle business in Canada, during the twelve months ending with July 31st last, had made no marked change over the previous year, the sales, in fact, not being so large. This is, perhaps, accounted for, however, by the unusually unfavorable weather which lasted throughout the larger portion of the season. In Australia, too, the serious drouth conditions, which prevailed for so long, brought out such dullness and depression in business as to affect very seriously the company's sales in that country. With regard to motor vehicles, the trade has shown a marked advance over the figures of the previous year. The volume of business was much larger, the number of cars sold greater and their quality improved. The company has now started the manufacture of automobiles of its own design. The prospects for effecting reorganization of the company on the lines laid down a year or fifteen months ago, under which all the common and a large block of the preferred stock were to be cancelled, appear to have become brighter. During the past year, sales totalled \$1,257,176, and provision was made for depreciation, repairs to plant, bad debts and contingent account to the amount of \$24,589. Net profit for the year was \$35,017.

DRY GOODS.

We understand that the arrangements for the amalgamation of those big textile concerns—the Colonial Bleaching and Finishing Company, the Dominion, the Merchants, and the Montmorency Cotton Companies have been now completed, and the combination will be effected at once. The capital stock is placed at \$10,000,000. It is reported that the first president will be Senator L. J. Forget.

The annual general meeting of the Montreal Wholesale Dry Goods Association took place on Wednesday, 14th inst., and officers were elected as follows: President, George B. Fraser, vice-president, A. Scott Robertson; treasurer, Robt. Henderson; directors, Thomas Brophy, G. R. Martin, R. W. Macdougall, R. N. Smyth. Mr. Leslie H. Gault, who has represented the Association on the Council of the Board of Trade for the past year, was re-elected. The report of the business of the Association for the past year was unanimously adopted.

LIFE ASSURANCE ITEMS.

At a recent meeting of the board of directors of the Confederation Life Association, the vacancy on the board was filled by the appointment of Mr. Wm. Whyte, of Winnipeg, second vice-president and manager of the lines west of Port Arthur, of the Canadian Pacific Railway. Mr. Whyte is recognized as one of the ablest men in the West to-day, and he will, no doubt, prove an acquisition to the directorate of this Canadian company.

At the annual meeting of the Canadian Society of Philadelphia, held last week, Mr. W. A. Higinbotham, of that city, manager of the Sun Life Insurance Company of Canada, was elected vice-president, and Mr. E. P. Creighton, another insurance man, was chosen a member of the executive committee. Both, says the United States Review, are fine fellows.

A story of the dead person, who was entered in the Ticehurst Guardians' medical report as "progressing favorably," reminds a correspondent of the London Daily News of "a life office legend which may be new to your readers." He tells it thus: The infallible medical examiner has just dismissed a candidate for insurance as "first-class, ordinary rate," when the porter pops in his head, with, "Sorry to say, sir, the gent, you just reported on 's been and dropped down dead on the doormat." The examiner glances up and says: "Claim already, eh? Rate him up ten years," and serenely revises his papers accordingly. It would not be right to say in what office this occurred.

A man who will be greatly missed in Montreal, particu-

larly in sporting matters, on which he was an authority, was Mr. James Brown, of Westmount. Mr. Brown's death was remarkably sudden. He was watching, from the gallery of the rink, a game of curling on the ice of the Montreal Club, and when some of the players, observing him to be still for a length of time, went up to him they found him lifeless. This, he had said to a friend a fortnight before, was the death he would choose, rather than a lingering illness or a long period of physical disability. Mr. Brown was 61 years of age. He came out to Canada from Sanquhar, Scotland, of which place he was local historian, and where he had written about and admirably exemplified curling, lawn bowling, and golf. Having settled in Montreal in 1895, he became connected with the Sun Life Assurance Company. He was an excellent and kindly man; and the esteem in which he was held in church and other circles was made manifest in the large attendance at his funeral.

—The Bank of Toronto, which has had a branch in Millbrook, Durham Co., Ontario, for some time past, has acquired the private banking business in that place of Messrs. Wood & Kells.

—Sherbrooke, Que., is becoming tired of the bonus business. The other day a by-law was presented to the rate-payers of that place to grant a bonus of \$15,000 and exemption from taxation to the Modern Bedstead Company, a local concern who propose to enlarge their plant, but the measure was turned down by a very large majority of votes.

—The Board of Trade of Kamloops is taking up the question of flax growing, to which the soil and climate of the neighboring country are said to be admirably adapted. The plant is valuable not only for its fibre, but for its seed and oil (linseed oil), and the by-products are good as cattle food. It is believed that with a plentiful supply of flax growing in the neighborhood, other industries would spring up of great value to the community—such as rope-making, oil works, spinning, etc.

—The Montreal Witness makes a suggestion for the convenience of people living along branch railway lines, and, it believes, for the better profit of the companies themselves. In the ordinary way it costs so much to run the heavy locomotives and other equipment at present in use that the service is naturally very infrequent. The writer referred to proposes that the companies should make use of gasoline motor engines, such as is done on some of the side lines in the United States. These, with their light weight, smaller requirements in the way of the number of employees, and merely nominal cost, could be run almost constantly and would be very handy for large numbers of people. Perhaps something of a similar nature might be contrived for the use of people living a few miles out from our cities, and who would have thus quick and easy access to and from them.

CLEARING HOUSE FIGURES.

The following are the figures for the Canadian Clearing Houses for the week ended with Thursday, December 22nd, 1904, as compared with those of the previous week:

	Dec. 22.	Dec. 15.
Montreal	\$22,856,433	\$26,443,883
Toronto	21,793,630	19,918,348
Winnipeg	8,282,865	7,980,150
Halifax	1,935,595	1,824,965
Hamilton	1,327,064	1,413,487
St. John	1,146,746	1,015,182
Vancouver	1,497,013	1,463,400
Victoria	561,542	673,327
Quebec	1,500,828	1,755,696
Ottawa	2,301,502	2,020,276
London	1,060,637	972,480
Total	\$64,263,855	\$65,481,194