

The phrase "showing the effect of reliance upon railroad transportation" is very significant in view of the scheme to add 75 to 100 millions to the debt of Canada, for the purpose of providing railroad transportation for Northwest grain, to be moved to the Atlantic, while there exists the preferable water route which has put this port ahead of all the United States ports.

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The Cunard Steamship Company is no longer liable to fall under American control; indeed, all recent developments in regard to the Atlantic Steamship service prove how premature, how imaginary were the fears expressed in regard to Great Britain's mercantile naval supremacy. The Cunard Company's agreement with the Imperial Government comprises the following features:—

1. It is to be regarded as a cardinal principle of the company that it is to be and remain under British control;
2. No foreigner shall be qualified to hold office as a director of the company or to be employed as one of the principal officers of the company;
3. No share in the company shall be held by or in trust for or be in any way under the control of any foreigner or foreign corporation or any corporation under foreign control.
4. The company shall forthwith cause to be built for it in the United Kingdom with all due dispatch two steamships of large size capable of maintaining a minimum average ocean speed of from 24 to 25 knots an hour in moderate weather, suitable in all respects to maintain and develop the company's line between Liverpool and New York or other ports in Great Britain and the United States of America.

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The determined opposition shown by a number of Ontario municipalities to the Bill under which an electric suburban railway would have been empowered to enter any town or city and run its cars therein without the sanction of the local authorities, has resulted in this power being materially restricted and a provision made that it is only to be exercised when a license has been given by the local municipal Council. The Ontario delegations that fought against the projected entrance of suburban railways into towns or cities, without leave, were strengthened by support from this city. Not only would such a system seriously interfere with the local, the inter-municipal car service, but it would give an outside railway company the privilege of using streets without paying for the franchise, which is exceedingly valuable, and a source of civic revenue. It is therefore to be hoped that some general legislation will be adopted to protect municipalities from invasion.

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As the principal debate in the recent Congress proceeded, it became evident that no resolution would be carried which committed the delegates to an endorsement of any formal scheme of Inter-Imperial prefer-

ential trade. While the assembly was a unit, an enthusiastic unit, in regard to the necessity for developing the strength of the British Empire, there were signs of a strong opposition to any resolution that would commit the Congress to what is spoken of as "the Chamberlain scheme." It was urged that, until some plans were devised that would be of *mutual benefit* to the mother country, the Imperial Colonies and British possessions, it would be futile and disastrous to the integrity of the Empire were any scheme adopted which was defective in this respect. The speeches were all remarkably able, full of practical information, directly bearing upon the subject of Imperial trade, such information as could only be given by men engaged in and fully acquainted with all the conditions of manufacturing enterprises.

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To avoid a formal division, a compromise resolution was moved by Lord Strathcona, which was carried unanimously amid a tumult of applause. This resolution reads:—

"That, in the opinion of this Congress the bonds of the British Empire would be materially strengthened and a union of the various parts of His Majesty's dominion greatly consolidated by the adoption of a commercial policy based upon the principle of mutual benefit, whereby each component part of the Empire would receive a substantial advantage in trade as a result of its national relationship, due consideration being given to the fiscal and industrial needs of the component parts of the Empire;

"That this Congress urges upon His Majesty's Government the appointment by them of a special commission composed of representatives of Great Britain and her colonies and India, to consider the possibilities of thus increasing and strengthening the trade relations between the different parts of the Empire, and the trading facilities within the Empire, and with foreign countries."

Notes and Items.

At Home and Abroad.

A U. S. ASSESSMENT COMPANY COLLAPSES.—The Patrons of Industry Fire Company has failed, owing to assessments not being paid.

OTTAWA CLEARING HOUSE.—Total for week ending 20th August, 1903: Clearings, \$2,391,512; corresponding week last year, \$2,109,238.

INEXCUSABLY SLOW.—Make haste slowly is a sensible saying, especially in reference to statistical reports, which need the most careful revision, which cannot be done in haste. But this does not excuse the English Registrar General's Report for 1901 not having been published up to end of this month. Knowing this report thoroughly, and all the work it requires, we have no hesitation in saying that it could be got out in two months after the close of each year, without any hurry, yet after 20 months since 1901 ended this report is not published.