

tion may check another, and the non survival of the least fit may be expected, as the result of the conflict.

The prospect of the year in Manitoba and the North-West appears to be good. By an arrangement with the Government of Manitoba, the Canada Pacific is to build a railway to the Souris coal fields. While the Government gives a bonus, it bargains for substantial benefits in return. The company is to give a freight rate for coal at \$2.25 per ton for 300 miles. Under this arrangement Brandon expects to get its coal for \$3.50 a ton, and other places in proportion, the Province rates being divided into fifty mile zones. The construction of this road will be beneficially felt in the Province and beyond, where it will extend a distance of 70 miles. The outlook for immigration is good. Besides the European immigration, many Canadians are leaving North Dakota for British territory.

#### MONTREAL HARBOR.

Very significant are the figures describing the growth of the trade of the port, submitted by the chairman of the Montreal Harbor Commissioners in his report for 1890. Thirty years ago the total tonnage coming into Montreal from sea was but 121,000 tons, only one-third of it steam. Now the yearly total is 980,000 tons and ninety-five hundredths of it is steam. The ocean steamers of last season visiting the port numbered 624 of 889,000 tons, while the sailers from sea were 122 in number and their tonnage 41,000 tons. The revenue of the harbor from all sources for 1890 was \$268,239, and the expenditure \$199,960. Of this expenditure \$155,579 was on capital account, being for the providing of new wharves at Hochelaga, now mainly used for the unloading of coal. The four per cent. bonds for this and other work (\$140,000) sold at one to two per cent. premium. The present bonded indebtedness of the Trust is \$2,295,000, the yearly interest on which is \$118,005.

Most important among the matters mentioned in the pamphlet is that of the permanent enlargement and improvement of the Montreal harbor. The growth of the import and export trade of the port, and the fact that Montreal is the point at which so large a proportion of the produce of Western Canada is transferred on ship-board for trans-Atlantic carriage, has compelled attention to schemes for accommodating the increased trade, and also for protection against inundation. What was deemed needful was, (1) An elevation of the city front, securing the city against inundation. (2) A sufficiently roomy street, by enlarging Commissioners street. (3) A detailed plan of harbor improvement. The city and harbor engineers, after consideration, submitted six schemes. After these had been examined, the plan No. 6 was adopted by the city authorities, and approved by the Government at Ottawa.

This scheme contemplates widening Commissioners and Common streets, east of St. Peter's (towards the water) to 75 or 90 feet, and west of McGill street, towards the land. To protect the city from inundation a parapet wall is to be built, with open-

ings through it for access to the wharves, which, in winter, would be closed by iron gates. To increase the accommodation for vessels and freight four wharves are to be built, varying from 900 to 1,500 feet long with a breadth of 280 feet, or a total increase of 10,000 lineal feet of frontage over the present ones. These wharves to be built to the height of Commissioners street, thus doing away with all "ramps," and giving complete freedom to cartage and tramway traffic between the city and the wharves. For the protection of the wharves a "Guard Pier," extending from the western abutment of the Victoria Bridge down stream a distance of 7,000 feet, will have to be constructed; and the engineers consider this an essential feature in all the flood protection works, guarding the city front from the violent "shoving" of the river ice. The high level wharves will be costly, and their maintenance also expensive, but their advantages are considered sufficient to outweigh the expense; especially when it is remembered that the water in the harbor fluctuates as much as ten feet in the summer months, and that high level wharves would permit the maintenance of permanent goods sheds in place of those which have to be taken down every winter and re-erected every spring.

The cost of this scheme is estimated by the engineers as follows:

For works .....	\$2,739,372 00
For lands and buildings.	88,522 00
Total .....	\$2,827,894 00

Of this the city's portion would be \$708,428; leaving to be found by the harbor commissioners, \$2,119,466.

The chief engineer at Ottawa, in his review of the various projects submitted, displays an admirable fairness. And while admitting the merits of more pretentious and expensive proposals, concludes in favor of plan No. 6, for reasons which commend themselves. His summing up of the causes of floods is interesting:

"The flooding of Montreal, and of lands on the opposite side of the river, is not due to the existence of obstructions either of a natural or artificial character in the harbor, but is due to causes which are exceptional in their nature and effects, causes which can neither be foreseen nor guarded against. The St. Lawrence is a peculiar river, peculiar in the fact that it flows to the north, and that its mouth closes earlier in winter, and opens later in the spring than those of its head or upper portion. It is a river not subject to floods like many of the larger rivers on this continent, which are due to the flow of an excessive quantity of water; but its floods are due to the action of the ice, which, blocking the channels, creates a rise of water before the river can force open a larger area of waterway, and thus resume its flow through its natural channel. To account for the flooding of Montreal and vicinity, the cause has to be looked for below the city, and the cause is the packing of ice brought for many miles above the city. . . . In winter the character of the river changes, and instead of being an open waterway, it, after its surface is covered with ice, becomes to a certain extent a huge tube, and it follows that a

rise in the surface of the river must take place."

There is much ground for congratulation upon the circumstance that a solution has probably been found of the difficulties which for so many spring seasons have embarrassed Montreal harbor. There is little use in now regretting that the Lachine Canal had not been carried below Isle Ronde, thus overcoming the awkward "narrows" *au pied du courant*. The thing to do at the moment is to make the best of the existing situation. And this, it appears, is to push on the work of improvement upon the lines of the plan resolved upon.

#### THE BONDING SYSTEM.

The report that the bonding privileges enjoyed by Canadian railways were to be terminated by an order of the U.S. Secretary of the Treasury has caused apprehension in some parts of Ontario. And many concluded that the proceeding was dictated by antagonism to Canadian roads. A statement by Mr. Foster, the Secretary himself, does away with the notion of unfriendliness, although it confirms the story that the bonding privileges will be cancelled, that course having been resolved upon during Secretary Windom's life-time. "Great and serious frauds," says Mr. Foster, "have been committed under cover of the consular seals. The department has already discovered evidence which would indicate that the revenue service had been outwitted, and that the general government has been deprived of hundreds of thousands of dollars which should have been paid in duties."

It has been resolved that the American Government's interests must be protected. And if, in attempting this, the department should work some hardship to the Canadian lines, that is declared to be the fault of the condition of affairs which are created by the abuse of the bonding privileges. "With the shipments arising in American territory, the department will have nothing to do, as such goods are not dutiable. Such traffic will be carried on as heretofore, without any interference from the department." This seems to mean the business of shipping from foreign countries into the United States over Canadian railways, such as shipments of tea from China and Japan via Vancouver and the C.P.R. Such goods now undergo examination before the consular seals are affixed at Vancouver, and have been allowed to be forwarded without break of bulk or detention to Chicago, New York and Boston, but under the proposed order a second examination will be required at some frontier point. Some papers in the Eastern States apprehend hostile action by the Canadian Government, which may insist on another examination of such goods in Canada. But since the American authorities show that their action is only designed in self-defence, not hostility, there need be no fear that we shall retaliate, inconvenient though the new condition of things may be.

A WINNIPEG despatch of Monday last says that a number of lodges of Patrons of Industry are being organized in the Territories.