

Salisbury and Mr. Chamberlain, but the Prince carried off the honours. He not only spoke eloquently of the imperial sentiment evoked and implanted by his tour, but gave free expression to his ideas as to the defects of the British systems of trade, saying practically that England must arouse herself, realize the strength of her competitors, and so improve her methods as to be abreast of the times and ahead of all rivals. The British press is charmed with the Prince's frankness and delighted at his intelligent grasp of the situation.

Mr. Jamieson, whose elevator plans were set aside by the Minister of Public Works, has addressed a strong letter of remonstrance to the Harbour Commissioners. He makes several statements of relevance and importance, such as that elevators he had built of the same type were working satisfactorily; that the elevator he designed for the Montreal harbour was of much superior construction and of greater strength than any other steel elevator ever built, at the same time being much lower in cost, as was shown by the difference between his tender and that of others; that he had built all the elevators erected by the Canadian Pacific Railway Co., which had given satisfaction. The letter was referred to the improvement committee, as also was a report that the cost of paving the wharves with scoria blocks would be about \$380,000.

The Manitoba Government has issued a report on the crop of last season and of dairy products. The yield was 50,502,085 bushels of wheat, 27,796,588 oats, 6,536,155 barley, 4,797,433 potatoes, 2,925,362 roots. Dairy products had a total value of \$926,314. There are 142,080 horses in the Province; 263,168 cattle; 22,060 sheep; 94,680 pigs. The total area under crop was 2,917,360 acres. If these facts were fully placed before the people of the United Kingdom and well-devised plans adopted to bring out and to place settlers in Manitoba, there would be a large immigration to that Province. The existing conditions are not favourable to settlement on a large scale as the cost of reaching the North West is a serious obstruction to the most desirable class of settlers.

The interesting case, Hall vs. Hatch, has moved another stage, probably the last, by a judgment being given by Chief Justice Falconbridge. The plaintiff is a superannuated civil servant, entitled to receive \$63 a month from the Receiver-General of Canada, through the Bank of Montreal. On 27th May, 1901, he went to the bank and there presented the usual superannuation declaration for the purpose of drawing his allowance for May. The teller of the bank took the declaration, counted out \$63 in bills, and placed them on the ledge in the wicket, which communicates between the teller's box and the outer office of the bank, in front of Hall for him to take up. A sheriff's bailiff seized the notes under an execution

obtained by Hatch. The Chief Justice confirmed the decision that the bank teller intended to pass the property in the bills to Hall, who intended to receive them, and that the property had passed when seized by the bailiff. The appeal against this decision was dismissed.

An announcement appears in a California paper that means much more than appears on the surface. "Articles of incorporation have been filed in the office of the Secretary of State for the Grand Trunk Western Railway Company. The principal place of business is given as Detroit, Mich. The directors are: Charles M. Hays, E. W. Meddaugh, C. Percy, F. H. McGuigan, J. H. Muir, F. W. Cotter. The capital stock is \$6,000,000. The articles show that the Port Huron & Indiana and the Indiana & Illinois Railways have decided to consolidate under the above title." The filing of the articles in the State of California is said by local officials of the company to be merely a formal compliance of the law, the company having recently opened an office at Los Angeles. The names of the incorporators show that this is a Grand Trunk Railway enterprise, the probability being that it is the initial step in a movement to give a transcontinental character to the Grand Trunk system. It was expected that the return of Mr. Hays meant some important development in the policy of the company, of which the above is regarded as evidence.

The Hay-Pauncefote Treaty, now before the U.S. Senate, is likely to be confirmed by that body. The fact that it abrogates the Clayton-Bulwer Treaty of 1850 gratifies the senators, to whom some features in that historic document were objectionable, especially the difficulty it presented to the construction of an Isthmian Canal. The practical result of the new Treaty will be to hand over the entire work of constructing, managing, policing and working of the Nicaraguan Canal to the United States both in time of peace and war.

The bill providing for the Canal's construction provides an aggregate of \$180,000,000, of which \$5,000,000 is immediately available, and of which aggregate sum such amounts as are necessary are to be appropriated by Congress from time to time. The control of the Canal and of the Canal belt is vested in a board of eight citizens of the United States in addition to the Secretary of War, who is to be president. The members of the board are to be paid a salary of \$8,000 a year each, and they are to be chosen regardless of political affiliations. There is a provision authorizing the establishment of a regiment from the regular army on the Canal belt to guard it properly, and courts also are authorized conformable to the powers granted by the Governments of Nicaragua and Costa Rica. There also is a provision making three provisions of the Canal during the construction, and there is to be a chief engineer and two assistants on each division, the