

by numerous clauses—some of which are attempting to avoid practically which may be made for any kind of caused by them. There is scarcely a en to objections. It looks as though, such a one-sided bill of lading, even tentative way, the railroads are justifying em."

Rivers.

ed that bankers have expressed them- to advance money or discount drafts on and that some would refuse altogether

ade a week ago to the cheapness of Rivers, in connection with the locating at that town. d, of Philadelphia, general manager of d Oil Company, speaking of the oil er years ago in St. Maurice County, now shut up in these wells some 40- natural gas, and that the company could 5,000,000 feet per day whenever re- ent time, they disposed of about 300- are gradually increasing the number of towns of St. Barnabee and Yamachiche a supply for two years. The pipe line November, since which time that town ed. Thirteen miles of eight-inch pipe ee Rivers, and the company will be in gas there about July 1st. The cost of only low to Montreals, who are pay-

The cost of the natural gas to the towns is but 18c. per thousand to manu- ches and colleges, and 25c. to house- ivers; the cost will be a few cents more, 25c. and 30c. respectively, will be not fully equal in illuminating power to ough its heating power is about the y has 170 square miles of territory, and ells in operation. As there is said to years to come, the wells will prove a n of the country which is beginning an

ements.

second vice-president and general- d Trunk Railway, has returned from England was primarily for the pur- matters in connection with the G.T.R. eared well pleased at the manner in debenture stock of the latter had been cent. of the loan had been taken up and, the whole issue, for a four per showed excellent results.

e G.T.R. would go ahead with the ele- n Montreal, as soon as the City Council n the matter. The intention was to icks entering the city. While the re- ure station was a separate work, it aneously. The entire improvements completed in about two years. The and Toronto are still the subject of on as an agreement is reached between ailway, the work will be pushed ahead. sed the opinion that the railway con- e present year. Speaking of the object he said that the money was required ars. The G.T.R. would also get the and was at present, using over 2,500 ouble-tracking between Montreal and eted this year.

cently that the Dominion Bridge Com- r the Locomotive and Machine Com- que Pointe, Montreal. It is now an- ge Company has taken over the bridge epartment, only, and leased the nine red by that department to carry on its Company has bought the large stocks which the Locomotive and Machine d, as well as the tools and plant. It ss, all the contracts the company had tment was one of those taken over by Machine Company from Canadian of its organization. It is understood tended to operate the department per- any now will confine itself to the es, the demand for which is greater Besides the 600 men now employed ny at its Lachine works, 200 will now ugue Pointe works just acquired. The be working as one after Tuesday.

for Montreal Harbor. Stephens, the new president of the sed the Canadian Club, this week, and

gave an outline of what the new Harbor Board intended doing in the course of the next few years. At present, there are seven double-decked harbor sheds in course of construction. The Board will have five of these ready for use on May 1st. Fourteen of these modern sheds will be ready for occupation in August, 1908. These will have a total floor space of 1,500,000 square feet. A complete system of life-saving along the wharves is being considered, and ere long the water-front will be equipped with the necessary buoys and ladders. Forty-six lives were lost by drowning last year, along the waterfront. The elevated tracks which will be built along the front, are to reach from the St. Lawrence Sugar Refinery, on the east, to Windmill Point on the west, and will be of the greatest value in facilitating the handling of freight along the docks. Mr. Stephens also spoke of the dry dock, claiming that provision should be made for repairing vessels in such an important port as Montreal. The dock might not require to be full-size at first, but it should have eventually a length of 1,000 feet. Plans are being prepared, and it is hoped that before many years, the dry dock will be an accomplished fact. The largest ships reaching port possibly would be docked. Up to the present the harbor elevator has occupied the position of a bird without wings. It has capacity for storing grain, but lacks the means of securing it. With the addition of the carriers, the elevator will become fully effective.

Coal Company Replies to Steel Company.

The Dominion Coal Company has filed at last its answer to the allegations contained in the suit for fifteen millions odd taken against it by the Dominion Iron and Steel Company. It admits agreement with the Steel Company, on June 30th, 1899, as confirmed by Nova Scotia statutes of 1900, but denies other allegations of fact set out, and claims the agreement was rescinded by written one in June, 1902. Defendants admit lease, dated June 12th, 1902, ratified by statute but claim it was annulled by agreement in writing in October, 1903. They admit they did not deliver the quantities of coal called for during certain periods, but claim that they did their utmost to provide the amount required. They place the responsibility for breaking the contract on the Steel Company, and do not see any reasonable cause for action. It was announced recently that the Steel Company had made a contract with the Nova Scotia Steel and Coal Company for a supply of coal and that a large number of cars have been shipped to them from Sydney Mines. It would seem that the test of the coal shipped last year was entirely satisfactory. This new customer should influence considerably the output of the Nova Scotia Steel and Coal Company, this season.

AUSTRALIA—CANADA.

Dominion Loses Much by Antiquated Steamship Service—Imports and Exports—Election Results.

(From Our Own Correspondent.)

Sydney, March 18th.

The imports of Australia for 1906 were valued at £44,790,460, and the exports at £69,798,459. A balance of trade of £25,000,000 sterling is noteworthy. The importations of Australia have increased but very slightly for five years, but the exports have increased by over £20,000,000. At least over £6,000,000 of the increase of exports is due to gold sent to London for investment, the high rates of interest prevailing there affording better profit than investment in this country.

The share of New South Wales of this trade was: Imports, £17,603,503; exports, £30,987,132.

Increase in Canadian Trade.

A balance of a trade in favor of a State whose population is but slightly over one and a half millions of nearly twelve and a half millions sterling is remarkable. The increase in imports was about three millions sterling, and was shared by the United Kingdom, British colonies and foreign countries in about an equal proportion. The Canadian share of this trade has increased largely. The returns are: 1905—Imports, £73,443; exports, £41,459. 1906—£150,132; £723,302.

The total trade would seem to have increased nearly eightfold in the year. Unfortunately, the Customs return of Australia indicates rather the countries to and from which the goods were shipped than the places of origin. Some of the imports credited in this return were manufactured in the United States. On the other hand, Canadian goods coming here by way of New York, which most of them do, were in part credited to the United States. The Customs authorities have done their utmost to get at the country of origin, but are very far from having achieved a success. The expansion in exports is mainly attributable to gold, of which over £660,000 sterling were shipped on the Canadian steamers, affording a valuable freight. There was a very

fine increase in the exports of merchandise from Australia to Canada. If Canadian manufacturers could supply the orders sent, the importations from Canada would multiply. As it is, the trade with this State appears to be developing very fairly under the circumstances.

Two lines of steamers are subsidized for carrying the mails between Australia and Great Britain. One, the Peninsular and Oriental, receives a subsidy from the United Kingdom. Australia contributes nothing to this line because it is manned in part by colored East Indians. The Orient Line carries only white crews, and receives a subsidy from Australia. The contract with this line expires in four months. An English syndicate, with the firm of Sir John Lang & Company at its head, entered into an agreement to build steamers speedier and larger than those employed by the Orient Company, but it has found difficulty in securing the money. Various stories are current, but this much is certain: two of the large shipbuilding firms that joined the syndicate have withdrawn. Not a keel of the steamers that were to be built has yet been laid.

Inefficiency of the Steamship Service.

The San Francisco service is also in a very bad condition: The comparatively new steamers have been in bad shape for some time. Two of them are at the present in this city under extensive repairs, which will make them useful for a short time only. These steamers were never strong enough for the work for which they were intended, and have been driven too hard. They should sail every three weeks, but owing to the necessity of repairs no sailing has taken place for seven weeks from Sydney. It is further announced from San Francisco that as the United States Congress has refused to pass the increased subsidy demanded, the line will be withdrawn. This state of things has incited a good deal of attention to the Vancouver service. There are officials who still believe that Australia should strive to have a rapid mail service to Great Britain, via Vancouver. They believe that Canada will in a short time have an Atlantic service, sufficiently speedy and quick trains across the continent. What remains to be done is to put seventeen-knot steamers on the route between Canada and Australia.

The steamers are not equal to the present trade, and Canada is suffering a great deal more than Australia from this cause. The "Mooltan," of the P. and O. Line, is credited with having one thousand passengers for England in the trip commenced last week. Some of them will return by way of Canada, but a great many more would if the Canadian-Australian steamers were up-to-date. They will come back to Australia, so that Australia does not stand to lose by this state of things, but Canada does. The probability is that the passengers to Great Britain and the Continent will be increased by nearly fiftyfold, but the share of Canada will not be so increased. The Governments of Canada, New Zealand, and Australia have been negotiating, but somewhere there appears to be a hitch, and things remain as they were years ago.

Results of Recent Elections.

Victoria has led the way in the combination of parties, so that the issue should be quite clear between the Socialism of the Labor Party and its opposite. The result of the recent election was that out of sixty-five members the Labor Party succeeded in securing but fourteen. The rural districts of Victoria, in which the farmers are much more numerous than in the other States, were pronounced against the policy of the Labor Party.

It was natural to expect that in a scheme that included abrogation of ownership inland that it would receive small support from them. The result is not too favorable to Mr. Tait, the Canadian Chief Commissioner of Victorian Railways. The Labor Party does not love him. Its defeat ensures his re-engagement for another period if he so desires. He is about to leave for England, and thence to Canada on a six months' trip. There was some objection in the Cabinet to such an extended term, but it was finally granted on condition that he went to England with the Premier to advise him to secure an expert for the electrification of the suburban railway lines.

All express companies operating in Canada are now subject to the jurisdiction of the Board of Railway Commissioners for Canada. Under the Railway Act no company shall carry any goods by express until their tariffs have been submitted to and approved of by the Board. All tariffs, except joint tariffs of tolls between Canada and points outside of Canada, must be filed and approved before the first day of May next. All other tariffs must be approved before July 1st. As a general investigation of express matters is being held, the members of the Canadian Manufacturers' Association have been asked to file any complaints in regard to excessive rates or other grievances they may have with the Transportation Department of the Association in order that they may be brought to the attention of the Board of Railway Commissioners.