

A Suggestion In view of the numerous complaints of **Re** the congested condition of the electric **Congestion.** cars running through the principal thoroughfares of large cities, we cheerfully give space to the following suggestion. For the purpose of ensuring an improved service without changing the present practice of carrying an unlimited number of passengers, closer attention should be given to the stowing of the human cargo. The distribution by the company among their conductors of copies of Kenyon on Stowage might enable them to display more of the skill of the stevedore in loading their cars, and enable them to find room for some of the passengers now left standing at street corners. Of course, more cars is another remedy.

A As a fearless, independent and outspoken exponent of what many people think but lack the courage to say, the **Boomerang.** New York "Evening Post" has a large number of influential and admiring subscribers. As a result of the stout fight it has made against the obnoxious baggage regulation, said to have been framed through the influence of some New York shopkeepers, several of the latter are said to have withdrawn their advertisements from the columns of the "Post." But this method of fighting has proved a perfect boomerang. Resenting such scurvy treatment of their champion, the "Post's" admirers are flooding that paper with applications for the names of the offending tradesmen, and promises to close accounts and withdraw all custom from those who have been interfering with their much vaunted American freedom by using the Customs to make shopping in London and Paris troublesome if not expensive. The independence of a good journal engaged in the work of encouraging thinking upon any subject will always be appreciated by its subscribers, and cannot be curbed by such means as those adopted by the enemies of the "Evening Post."

The Sugar Duties. The changes made in the sugar duties by the Tariff, as revised in 1898, appear to have been designed to increase the revenue without appreciably adding to the cost to consumers, and a clause was inserted with the avowed object of encouraging the importation of sugars from the British colonies in the West Indies, who were suffering severely from the competition of those European countries, which, in order to develop the best sugar industry, grant a subsidy to these enterprises, by which they are enabled to place sugar for export on the market at a very low figure. The sugar which Canadian refiners had been chiefly using was raw beet sugar, 88 per cent. grade, upon which the duty was 50 cents per 100 pounds. The duty was fixed at 40 cents per 100 lbs. on 75 per cent. sugar, and 1 1-2 cents more for each degree over that for each 100 lbs. On the bulk of the sugar imported, which grades at 88 per cent., the duty for the first 75 degrees is 40 cents, and 1 1-2 cents for each of the 13 degrees. The total

duty on this 88 per cent. sugar was thus made 59 1-2 cents instead of 50 cents. Sugar from the West Indies enjoys a preferential allowance of 25 per cent. On the refined product which tests at 99 1-2 degrees, the duty was raised from \$1 per 100 lbs. to \$1.24 1-2 cents. On yellow and soft sugars the increase was from one-twelfth of a cent per pound, and on granulated 24 1-2 cents, an increase of about 1-4 of a cent on sugars of the higher grade, and about 9 cents per 100 lbs. on cheaper grades of refined. The British Government is considering a proposal to impose an import duty on sugar entering the East Indies to "countervail" or set off the allowance made by European countries on their exports of beet root sugar.

The Ice-Bound "Gaspesia." Somewhat to the Southward of Cape North there is an indentation of the Cape Breton coast, known as Meat Cove, and the latest news of the ice-bound steamship, "Gaspesia" reports her as being 45 miles northeast of the cove. It is now approaching three months since the "Gaspesia" left Chaleur Bay, and her crew and passengers are probably by this time convinced that the ice in the Gulf of St. Lawrence forms an impenetrable barrier to mid-winter navigation of our northern waters by ordinary steamers. Of course, there are lubberly landmen who could have assured those responsible for the effort to find a winter port at Paspebiac, that the venture would prove expensive and dangerous. Only those who have assisted to drag an ice-boat across the Strait of Northumberland from Cape Traverse to Cape Tormentine can judge of what the passengers and crew of the "Gaspesia" must have suffered, exposed day by day to the blinding glare from a sheet of ice of such extent that its limits cannot be seen from the masthead of a ship.

Without knowing aught of the action of marine underwriters in regard to the cargo of this vessel, we venture to hope they will, in future, discourage innocent and ignorant passengers from incurring such risks. Those who promote similar schemes only succeed in bringing undeserved discredit upon the northern ports of the Dominion.

The Threatened Currency Famine The increase of business and population in the United States is again arousing a demand for an increase of circulation. In a recent issue we directed attention to the expressions of public opinion in New York and elsewhere throughout the Union as favoring the adoption of some system of note circulation closely allied to that of Canada. A late number of "The Review" contains an article pointing out that the currency system of the States is the creation of its Government; that it was established solely for the advantage of the Government, and in most of its features it was established against the protests of the business men of the nation. Under these circumstances, it is only reasonable to demand that the Government shall do everything possible to make the currency system practicable and convenient. The "Review" adds:—