

SALARIES OF JUDGES IN OTHER COLONIES.

When presenting the question of the salaries of the Canadian judges to the consideration of the Senate, the Honourable Mr. Drummond gave a list of those paid in other colonies of the British Empire and in England. The colonial list is as follows:—

	Chief Justice.	Puisne Judges.
New South Wales...	\$17,500	\$13,000
Victoria, Australia...	17,500	15,000
Queensland, Australia...	17,500	10,000
South Australia, Australia...	10,000	8,500
Tasmania...	7,500	6,000
Western Australia...	8,500	7,000
New Zealand...	8,500	7,500
Ceylon...	13,750	9,000
British Guiana and Jamaica...	10,000	6,500
Leeward Islands and Barbadoes...	7,500	
Cape Colony...	15,000	
Natal...	7,500	
Straits Settlements and Hong-Kong...	13,500	8,400
Trinidad...	9,000	
Canada...	6,000	3,500
		to
		5,000

The above list is enough to fill every Canadian with a sense of shame at seeing his country at the bottom, especially when he reflects that the Canadian judges may fairly claim to be the equals, if not the superiors, in every sense of those to whom the administration of the law is entrusted in other parts of the Empire. In speaking on this question Senator Dandurand called attention to the fact that certain judges in Canada were compelled to occupy themselves with other duties in order to raise their incomes up to the necessities of their position. This is discreditable to Canada, and calls for a remedy by paying such salaries to the judges as are an adequate remuneration for their invaluable services, salaries that would remove the reproach now resting on Canada in this matter.

PROMINENT TOPICS.

Harbour affairs are at present both the uppermost topic, and the centre of most observation by sightseers. A few of the local steamers have put in an appearance but no ocean liner at date of writing has ventured up the river to this port. The one that was ambitious of heading the procession of 1901 had the misfortune to strike a rock a long way down the river where the stream is very wide and deep in the ordinary channel for steamers. This unfortunate vessel was, however, caught in a fog, and, it is alleged, came to grief by being pushed ahead when the course was obscure. This explains most of the mishaps in the St. Lawrence. A water-course which is safe in daylight may be dangerous in a dense fog. When an accident occurs from this cause it is not the channel that is to be reproached but the too venturesome mariner who forces on his vessel when he is unable to see where she is going or tell where she is. Then a rock is struck, "Another accident in the St. Lawrence," appears in big letters in the dailies, and the public thinks the river is as dangerous as is represented by those who are interested in American routes.

The city of St. Hyacinthe has passed a by-law under which all insurance companies will be required to pay that municipality the sum of \$100 yearly for the privilege of being allowed to conduct the insurance business in that city. The tax is levied on the company or its chief agent who is allowed, most graciously, to employ one assistant without extra tax. Every additional agent will have to pay \$10. The tax used to be \$30 with right to engage as many assistants as needed without charge. Towns of that size in the States and others in Quebec Province usually charge \$25 as an insurance company tax. St. Hyacinthe may impose such an exorbitant tax, but it will come out of the pockets of the citizens at large who insure their properties. But some companies may retire from a field where they are held up so unjustly as though insuring life and property were practices calling for repression.

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There are now four large steamships on their way to this port from the Mediterranean, laden with oranges and lemons, the number of which is said to be thirty millions packed in 145,090 boxes and 29,686 half boxes. Buyers of this fruit will come to this city early next month from all parts of the United States, as well as Canada. These enormous consignments of fruit to this port for the supply of the continent is one of the evidences of this city being the natural head of ocean navigation. Why should these vessels come past Quebec to discharge cargo if that city has the superior attractions recently discovered? The fact is that ocean steamers find it necessary not only to have as safe a water course as is possible, but to have as their terminus a great centre of commerce, a great market. This is why Liverpool has gone so far ahead of Bristol in spite of the shorter and safer trip to the more ancient port. Bristol is not so well placed in regard to extensive markets as is Liverpool which port is within a few miles of the millions who inhabit Lancashire and Yorkshire. A port where there is an extensive local market, where the local consumption is large, where the output of manufactures is great, as in this city, has an enormous advantage as an ocean port over one where these conditions do not exist to the same extent. Trade draws trade and trade draws ships, in these respects Montreal is a magnet beyond rivalry by any other Canadian port.

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Opposition to the Manitoba Railway arrangements has found expression at Ottawa, where influence is being brought to bear upon the Government to prevent the scheme being carried out. The opposition seems to emanate from only a section of the people of Manitoba. All such movements as the extension of railway accommodation in a country are certain to be opposed by those who are not directly benefitted, and some must be in this position. The general interests of Manitoba seem to us to need railway extension as proposed, cheaper transport is a necessity to the deve-