

BRITISH SUBJECTS IN THE TRANSVAAL.

In regard to numbers, the Uitlanders represent between one-half and three-fourths of the population of the Transvaal, and although they pay from five-sixths to nine-tenths of the taxation of the country, they have no share in the government. With regard to this question of taxation, I may point out that it has been laid down in the Blue Book that the taxation paid by the Uitlanders is more than £16 per head, "a burden probably unparalleled in any other country," and about 90 per cent. of the Uitlanders are British subjects. With regard to freedom of the press, such a thing does not exist in the Transvaal. According to the Press Law, of 1896, read in connection with the amending law of 1898, the President of the South African Republic can, on the advice and with the consent of the Executive, forbid the circulation of printed matter entirely, or for a time, at his discretion, and it is within his power to prohibit the circulation of any newspaper he chooses. This power has been exercised more than once. Open-air meetings can only be held with the sanction of the Government, and indoor meetings can be broken up by order of the police in terms of the law. Next, there is a grievance which raises the question of religious equality. In answer to a question asked in July last, the Under Secretary of Foreign Affairs stated that under the constitution of the Transvaal no Roman Catholic can ever be admitted to be President, or a member of the Executive Council, or a member of either of the Raads. The right hon. gentleman also added that he thought this law for the exclusion of Roman Catholics applied to officials as well. It is true some people give another interpretation to that, but I believe it is a fact that no Roman Catholics are appointed as officials in the Transvaal. The hon. member for East Mayo has referred to finance. Now it is admitted, even by the enquiries which have been conducted by the Transvaal Government, that the administration of the finances is bad and corrupt, and that there is no proper system of audit or control. On this point we have the report of the Inspector of Offices in 1897, in which he states that the defalcations of officials amounted to £18,590, and only a few hundreds had been recovered. Between 1883 and 1898, the debates in the Volksraad show that on advances to officials there is no less than £2,398,500 unaccounted for. The secret service fund, according to the estimate for the current year, amounted to £36,000, which is more than the amount voted in the British Imperial estimates; yet that sum has been habitually exceeded. In 1898 it amounted to £42,500, and in 1896 to £191,800. So much for the finances of the Republic. There is another question which I think will appeal to hon. gentlemen opposite, and that is the administration of the Liquor Law.—Speech on Address to the Throne, by Mr. Drage, M.P.

BRITISH COLUMBIA.

The twentieth annual report of the British Columbia Board of Trade reviews the development of the province for the year ended with June last. As to mining, the output of lode mines rose from \$4,000, in 1890, to \$6,529,420, in 1898, although a slight falling off has been noticeable during the past year owing to the decrease in the price of silver and the increase of duty on lead entering the United States. As to coal, the output (1,135,865 tons) for the year, is the largest on record. The principal shipments were to California. The number of hands employed in local mining in 1898 was 2,841. The Crow's

Nest coal is taken as readily as the Vancouver Island coal, and costs little more than half, the price at Nelson being \$5.75 per ton, against \$10 for that from the Coast. "The company's grants were issued conditional upon the sale of coal at the mine not exceeding \$2 per ton, thus giving a guarantee of cheap fuel for all time." Enquiries for wood pulp, of which British Columbia can furnish abundance, have been received from Japan.

The exceedingly low pack of salmon on the Fraser river in 1898 forms the text for the Board's urging the establishment of additional salmon hatcheries, not only on the Fraser, but on the Skeena and Naas. The Government have so far intimated their intention of erecting one new hatchery on the Fraser and another on the Skeena.

The low sealing catch of 1898, namely, 28,898 skins, is attributed to restrictions imposed on the industry by the Behring Sea arbitration. The extensive agricultural lands of the province and the railway activity of the past year are dwelt upon.

The success of subsidies to steamships to Japan and Australia, leads the Board to urge a similar step in regard to boats plying to Mexico and Central and South America, where there is a splendid outlet for Canadian products.

It is also pointed out that although Winnipeg is about 150 miles further from the eastern boundary of British Columbia than Victoria and Vancouver, it enjoys more favorable freight rates than the cities named.

The provincial contributions to the Federal exchequer continue to increase, the customs and inland revenue collections alone amounting to \$2,867,667.10 during the past twelve months:

	Duty.
Victoria	\$ 961,980 00
Vancouver	764,142 37
New Westminster	218,267 02
Rossland	144,271 68
Nelson	128,607 43
Kaslo	51,724 95
Nanaimo	81,745 42
	\$2,350,738 87
Vancouver (all ouports in B. C. except Vancouver Island) inland revenue	295,157 59
Victoria (Vancouver Island only), inland revenue	221,770 64
	\$2,867,667 10

ST. LAWRENCE VERSUS ERIE CANAL.

The action of the Conners' Syndicate, in making terms to erect facilities in the harbor of Montreal for exporting grain, arouses fresh interest in the enlargement of the Erie Canal. The Railroad Gazette, an influential American journal, has this to say of the Conners' project:

"The proposal," says the journal in question, "of the Conners' Syndicate, so-called, to build three large grain elevators at Montreal, is meeting with some opposition. The alleged ground of the objection is that Conners is acting in the interest of railroads leading to New York and Boston, and, in their behalf, hopes to get such a monopoly of the St. Lawrence river and canal that the water carriage of Montreal shall not injure the business of these railroads. This looks rather absurd. As long as the canals around the rapids are owned by the Canadian Government, the only way to monopolize them will be to put on enough vessels to keep the locks constantly filled, and it would take a pretty big syndicate to do that. The shortest lock can now take in a vessel 270 feet long, and we understand that the extensive improvements

that the Government has been making are now completed, so that a depth of 14 feet of water can be maintained over the sills of all the locks. As for a monopoly of terminals, there appears to be an abundance of land available on the water front of Montreal, and, as has been said by one Montreal paper, the city has hitherto been anxious to get carriers to build on this land, but has been disappointed.

"With a channel 14 feet deep, all the way to Montreal, the railroads carrying grain to the Atlantic seaboard will, indeed, want to keep close watch on the prices made by water carriers on export grain, for the cost of carriage to Montreal must fall, but we do not hear of any great anxiety on the subject. During the season of 1899 the exports of grain from Montreal have been less by six million bushels than in 1898, and it is stated this falling off has been due chiefly to the fact that the Grand Trunk Railway has taken five million bushels to Portland. Another reason why the railroads of the United States should not worry much about the Montreal water route is the shortness of the season there, usually about seven months or less. Nevertheless, the Conners' Syndicate is said to be composed of well-known men, who have abundant means to carry out any project they may undertake, and if they build a lot of steamers and barges, they will doubtless find freight to fill them. These men are understood to have the endorsement of prominent grain dealers. The discussion of the question whether the Erie canal should be made more than 9 feet deep will probably now become more active than ever."

LIFE INSURANCE LITERATURE.

The first step in the attempt to insure a man is to find one who is interested, or to find a man of good health and means and cause him to become interested. When such a man is found, a well written letter or a concise pamphlet devoted to the policy best adapted to his case is almost sure to receive consideration. It should be only a prospectus, and designed to excite interest and arouse curiosity. This is followed by an interview. The prospect has reached the point where he wants information, and this causes him to ask questions, which is just what an agent wants. If the prospect failed to read carefully the communication, it gives the agent the right to assume he has done so and ask him questions and offer suggestions on the points contained in the letter or pamphlet. This will lead to a discussion. When the agent has learned the plan and the amount to which the prospect is inclined, he can then prepare his illustration, the explanation of which affords an opportunity for another interview. This is to be followed by such matter from time to time as will clinch the points which preceded it.

Every agent of experience has met the man who wanted some printed matter which he could look over. Often this man is sincere in his request, and often he does it to avoid a personal interview. But the agent who depends on literature to secure his business will not be very successful. When he complies with such a request he is placing a stumbling block in his own path. Then comes the excuse that he did not have time to look into the matter, but would do so and advise the agent when he was ready to insure, also the plan he would select. This is the snare against which the solicitor must guard himself. Too much matter is worse than none. When a man receives a great bundle of printed matter he despairs of reading it, and the contents of his waste basket is increased that much.—Chicago Independent.