

underwriting, losses saved by cancellation, or the like. It is so enjoyable to compile a statistical exhibit of good deeds accomplished by yourself in order that the man at the top may show them to the directors, stockholders, home office or others. What a thrill of loyal ecstasy convulses the man who did the work as he sees some one else patted on the back by the departing director, manager or stockholder, and told, "You have done splendidly. Now, really, you must let me present this to the directors. I insist." "But why," you ask, "does the man who merits the praise and reward not come out from his seclusion and fight for his rights?" Well, perhaps he has no "pull," i.e., owns no stock, controls no directors. Possibly he fears he may lose his position and not have the wherewithal to send his boy to college and furnish grist for the bread and butter mills at home. Indeed, it may occur to him that, if he is too aggressive, the next time a vicarious sacrifice is needed to appease directors—or, if a foreign company, the home office—the blame will be landed on his shoulders and his head go in the basket. How innumerable those vicarious sacrifices are in fire insurance offices!—*Commercial Bulletin*.

Financial and Statistical.

A by-law passed by the city of Victoria, exacting a license fee of \$50 from any retail dealer, as agent or otherwise, in goods furnished by parties outside the Province of British Columbia, has been tested in the Provincial Supreme Court, and Chief Justice Begbie renders a decision sustaining the action of the municipality as being in accordance with the Municipal Act, 1891, of the Province. This question of municipal license fees required from various occupations has long been a vexed question from the standpoint of constitutionality.

The director of the United States mint officially states that the standard silver dollars now in circulation amount to \$56,779,484, and the amount in the Treasury to \$357,189,251. There are besides 78,933,000 ounces of silver bullion. The director says that it would take nearly two and a half years, doing no other coinage meantime, to coin all the silver bullion on hand into dollars. The total silver bullion in the Treasury on which silver certificates have been issued would produce, if coined, \$102,055,000.

The illustration of the great engineering work of the world will be one of the most interesting features of the Transportation exhibit at the World's Fair. Following the announcement that the large and very perfect model of the Forth bridge has been secured comes the application of the management of the Gothard Railway Company, of Switzerland, for space in which to show a large model or relief map of that road. This will illustrate in the most graphic manner possible the famous St. Gothard tunnel and the manner in which mountain inclines are surmounted by modern engineering science.

The total revenue from tolls on the Canadian canals last year was \$350,352, of which not far from \$50,000 was rebated. There passed through the Sault Ste. Marie canal in 1891 10,191 vessels, carrying 26,190 passengers

and 8,888,759 tons of freight, the total value of which was \$128,178,208. The principal freight carried consisted of 38,816,570 bushels of wheat, 1,032,104 bushels of other grain, 3,780,143 barrels of flour, 2,507,532 tons of coal, and 3,560,213 tons of iron ore. The total freight passed through the Welland canal in 1891 was 945,239 tons. The various St. Lawrence canals carried a total of 336,794, of which 541,028 was through freight. The importance of the Sault Ste. Marie canal may be seen from the above.

The report of the Registrar-General shows that at the census on April 5, 1891, the population of Scotland was 4,025,647, of whom 1,942,717 were males and 2,082,930 females, or a proportion of 107.2 of the latter to 100 of the former. The ratio of females to males is now lower than at any previous period. In 1881 the total population was 3,735,573, showing a gain during the ten years to 1891 of 290,074. The number of registered births over deaths for ten years was 507,492, showing that emigration disposed of 217,418. The rate of increase in population was 7.77 percent. The average distribution was 135 persons to each square mile, and the average number in each family was 4.59. The proportion living in large towns or cities was 65.37, against 61.75 in 1881.

According to *Poor's Manual*, the railway statistics of roads in the United States for 1867 and 1892—a period of twenty-five years—show the following remarkable contrasts:—

	1867.	1892.
No. of miles of railway.....	39,250	170,601
Total tonnage.....	47,871,500	704,398,609
Equal to tons per mile.....	1,300	4,130

The growth has been large in all parts of the country, but much the greatest in the West, between the Ohio and Mississippi rivers and the Rocky Mountains. Here the increase has been from 15,777 miles in 1867 to over 100,000 miles in 1892. On the Pacific Coast the growth for the same period has been from 431 miles to 12,613 miles. The share capital of all the roads on Jan. 1, 1892, was \$4,809,176,651, the funded debt \$5,235,074,000, and the other forms of indebtedness \$345,362,503. The cost per mile equaled \$59,820.

LENGTH OF SUBMARINE CABLES.

From statistics published by the International Bureau of Telegraphy at Berne, Switzerland, the following interesting facts about the submarine cables of the world are taken:

The great majority of cable lines are owned by the various governments of the world to the number of 880 cables, the total length being 14,480 miles. The number of miles of conductors is 21,560. The French Government has 54 cables extending over 3,460 miles, and ranks first in the length of separate cable lines, the average length being over 64 miles each. The English Government, however, stands first as to the length of conductors, which aggregate 5,468 miles, divided among 115 cables, an average of nearly 14 miles each. The total length of these cables is 1,588 miles. The Norwegian Government excels all others in the number of cables, which is 255, having a total length of only 248 miles, or an average of less than a mile each.

The principal submarine cables as to length and importance are owned by private companies, however. These companies are 28 in number and own 288 cables.