

away day after day, and paying contributions to the taxgatherers, as they have been doing for centuries.

Canadians are to be excused if they are growing impatient at the continuance of conditions which hinder the resumption and development of trade relations with China, in which they are interested. Before the present troubles arose the outlook for a large and increased market there for Canadian products was bright. Let us hope that when the clouds disappear, when matters have settled down to their normal condition, the prospects may be more promising still. In the meantime, the virtues of patience and hope can be fully exercised.

PROMINENT TOPICS.

The great financial octopus, the J. Pierpont Morgan banking firm of New York, is announced to have secured control of the Leyland line of steamers which have been regular visitors to this port. The entrance of the S.S. *Belgian* of this line into the harbour of Quebec, where its cargo is now being unloaded, has given rise to a belief the Leyland vessels were about to abandon Montreal. This is not probable unless the Morgan influence is exerted to send the vessels to Boston or New York. The vessel at Quebec is there to carry a cargo of grain under contract with the Great Northern and Booth system of railways. The Leyland line is one of the leading mercantile shipping enterprises of Great Britain. The Morgan deal is reported to be connected with one for amalgamating the Atlantic Transport Line with the Leyland, which would make the combined fleet one of the largest in the world under one control. Whether these vessels will be withdrawn from Montreal wholly depends upon whether better paying freights can be secured at another port. Because the Morgan firm is in control does not necessarily imply, as some have said, that the Leyland vessels will give a Canadian port the go-by because it is Canadian, as the American owners will, it has been alleged, prefer to run to and from American port. As they will not find an American harbour across the Atlantic the Leyland vessels, though they will fly the Stars and Stripes, will have to be content to find their business in a British port. If good paying freight offers at Liverpool for Montreal and at Montreal for the other side of the Atlantic, these old-time vessels will continue to visit this port, and, American though they be, they will be very welcome and their service appreciated as of yore.

The United States official at Buffalo, who, under the Alien labour of the United States, has deported a number of Canadian workmen who went there to earn a living, has found it necessary to suspend his operations in regard to the entrance of female labour into that city, as a supply of domestic servants had to be drawn from Canada for service during the Exhibition in that city. It will puzzle him to know how to treat Canadian workmen who go there ostensibly to visit

the show with the ulterior intention of seeking or of accepting employment. Will they be placed "in bond," or registered and required after a while to return to Canada? The situation is somewhat amusing.

The Minister of Public Works after making enquiries into the grounding of the S.S. *Tiverton*, off Contrecoeur, declared in the House on 29th ult., that the channel there is 700 feet wide, and 38 feet deep, and was clearly marked by buoys. "Despite this," said Mr. Tarte, "the pilot took the vessel completely out of the channel, and she grounded 100 feet away from one of the buoys marking the proper course. The ship channel is getting blamed for blunders which are clearly attributable to pilots or navigators." The pilot was, no doubt, making a bee line to gain time and found, as others have done in this and more important affairs, that a short cut often causes delay and disaster.

The Government has made known that it is considering the question of establishing assay establishments in British Columbia and a Canadian mint. Respecting the former, opinion seems to be generally favourable, but is divided as to the Mint question. The forwarding of the gold in its crude state to Seattle in the United States is not in the interests of Canadian mining. With the Mint question THE CHRONICLE has dealt several times. Our views have been approved and emphasized by several leading bankers. Mr. Clouston, general manager of the Bank of Montreal, discussed this question very ably and fully as part of his presidential address to the Bankers' Association. His views were endorsed by that body. There have been no reasons set forth in favour of a Mint in answer to Mr. Clouston's grave objections. The establishment is not needed; it would be costly as well as useless; if worked so energetically as to be active during any large part of the year, the output would be greatly in excess of the needs of the Canadian market; there would arise danger to the currency system of Canada from an excessive supply of gold or silver coin; there is no object to be gained by a Mint at all proportionate in value to its cost, it would be run for a time like a new toy, but ultimately it would be closed up. We note that the Honourable David Mills, Minister of Justice, disapproves of the Mint project, so the Cabinet is evidently not a unit in its favour.

The Chambre de Commerce has pronounced in favour of a bridge over the river as projected to cross via Isle Ronde. There have been no data laid before the public exhibiting the extent of traffic expected to flow across this new bridge. The alleged advantage to the city of having closer land connection with the opposite shore is not impressive. To Vaudreuil and district the bridge would be a convenience, it would lead to considerable increase of population—especially in summer, but this is a narrow basis for so