

place (and this was much the more important) that there should be fewer bankruptcies. Bankruptcies should not be the easy, convenient, agreeable and profitable processes that they were at present. In every case of insolvency there should be an inquiry into the cause of bankruptcy. He believed in treating an insolvent, very much as the loss of a ship was treated at present. If after a careful examination of the circumstances leading to a man's insolvency it was found that he was an honest trader and had been overtaken by misfortune, he should be allowed a discharge, and should be permitted to go into business again. If negligence were proven against him his discharge might be suspended, or might be granted subject to conditions, and if he were found guilty of fraud he should be subjected to punishment. In regard to the objection that this would be a return to the official system, he said that the old officialism which was objected to was an official administration of bankrupt estates. What he proposed, on the other hand, was an official judicial inquiry, which it was impossible to leave to creditors. If there was to be any system of judicial inquiry at all there must be officials, since the whole judicial administration of the law was official.

A correspondent of the *Monetary Times* offers a suggestion which might have a good effect if acted upon. He suggests the Board of Trade in the Dominion assisted by the government, offer liberal premiums to those who shall devise the quickest, most efficient and just ways of handling insolvent estates. This might be the means of developing some new ideas, as by comparing all the different suggestions there might be arrived at a sound system which would satisfy all.

### CANADIAN COMMERCE.

The trade and navigation returns for the year ending June 30th, 1882, have been laid on the table of the House of Commons at Ottawa. There is a large increase both in exports and imports, the total of both amounting to \$214,786,130. The total for the year previous was \$189,902,000. The exports alone amounted to \$102,137,203, as compared with \$98,290,000 in 1881. The imports were \$119,419,500, a total of \$11,000,000 more than the previous year. The value of both dutiable and free goods entered in each Province for consumption, with the

customs duties collected in each, are shown by the following table.

	Total Goods.	Customs Duties.
Ontario,	\$40,706,774	\$7,361,420 41
Quebec,	47,685,441	9,155,760 03
Nova Scotia,	8,153,089	1,757,096 07
N. Brunswick,	6,773,412	1,459,700 53
Manitoba,	5,223,856	1,053,601 06
B. Columbia,	2,882,095	679,207 18
P. E. Island,	785,610	198,586 87
N. W. Territ's,	433,630	51,755 28

\$112,648,927      \$21,708,837 43

Exports are subdivided as follows: The first column shows the products of Canada or otherwise and the second column agriculture, forest fishery or other products.

Recapitula.	Produce.	Not Prode.	Total.
The Mine	\$ 3,013,573	\$ 127,608	\$ 3,141,181
Fisheries	7,682,079	15,529	7,697,608
Forest	23,991,053	971,597	24,062,652
Animal and the prode.	20,454,759	951,936	21,405,805
Ag. prod'cts	31,035,712	4,543,986	35,589,698
Manuf'cts	3,329,598	934,856	4,264,454
Miscel.	535,935	73,831	609,766

Total, \$90,042,711      \$7,628,453      \$97,671,167

Coin and b'lu. esti-  
mated am't.  
short ret'd  
at inland  
ports

\$4,094,946

\$102,137,203

The principal increase over 1882 is in field products, such as grain &c, mineral and fishery products are about the same as in 1881.

### NAVIGATION OF THE SASKATCHEWAN.

The development of navigation on the Saskatchewan is one of the interesting features of North-west business. The Saskatchewan, if placed in a condition for good and moderately rapid navigation, must, as the *Edmonton Bulletin* says, always form an important means of transportation for the northern part of the fertile belt of the North-west.

The outlay required is not great, and will have a valuable influence in regulating freight by rail as well as water. For a long time to come, even with the rapid progress of railway construction, a very considerable part of the territory in the North-west must be largely dependent upon the water route by the Great Saskatchewan. But, even after the railway reaches the river, the improvements named will still be hardly less valuable. The boats will then run to and fro from places where the river is tapped by the railway, and will still more rapidly and cheaply accommodate the country. In fact, from every point of view, whether we have regard to the present isolation from railway

communication of the northern part of the fertile belt, or to the future when the Great Saskatchewan will be tapped or crossed by railways, the importance of these works can hardly be overestimated.

### SANITARY MATTERS.

With the breaking up of winter and the advent of spring, a heavy duty devolves upon every citizen. The accumulation of refuse and filth which necessarily occurs on streets and in backyards has to be removed. In order that the health of the public may not suffer from the decomposition of the matter, it is of the greatest importance that the work be done as early as the weather will possibly admit; in fact there is much matter, especially in back yards which could be removed with greater advantage while in a frozen state than after it has been allowed to thaw. There is a great deal of refuse matter to be removed, and it cannot be done in a day or two. It is therefore of the utmost importance that there be no delay in making the start, and by so doing the somewhat disgraceful appearance of backyards which was witnessed last spring will not be repeated. The city council should also inaugurate some scheme by which water closets would be looked after with more vigilance than they have been in the past. The condition of the premises attached the majority of hotels in the city is simply disgraceful and there is no reason why this should be the case. It is much more easily done when promptly attended to regularly at short intervals than when the accumulation becomes so great as to bring the Augean stables to remembrance, and there is not recourse to be had to the same method of cleansing which Hercules brought to bear upon his work.

There has been a good deal of talk in the council on this subject, but so far it has not resulted in any actual operation. True, the inspector has done the best he could under the circumstances, with the applications at his command, but this was not near enough. A dry earth system or some other plan which will have the desired result must be had, and enforced.

There are immense quantities of manure &c, around the stables in this city that can be taken away at the season of the year just as well as not, and the authorities should see that this is done.

Winnipeg has a good record for health in the past. The population is now much more dense than it has been and if strict measures are not adopted, there is a danger of the city maintaining its reputation in that respect.