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a settled business by extent, of visionary from the annual report of British Columbia. The population has cast a mining in the Pacific. The mining is not in record of ore shipments. But when many men rich-quick craze, they developments in a country gone.

British Columbia mining believe their fortunes at. The Times has been per- of mining in every to him, is simply a promoters. Whereas, is gathered from the action of the Dominion 1905, the figures for able, the value was obalt has shipped ore

tic was in the British of many hundreds who embellished with gold was one of many who paying for his certifi- ing news of a certain the secretary of the he army, who received ctors cannot be found. funds. For heaven's have no money to pay

itement has passed, become a thriving and t before the beginning lodes, the total value uction was \$2,608,000. d to \$16,300,000. Last being a record year the mineral production 1906, was a little more bbia's pre-eminence in t.

own in commerce are eas remain to be pro- more abundant labor rpassed. The produc- eater than that of the greater than in 1903 s of one thousand tons

a Columbia for assist- blem. The actual pro- was, until recently, vicinity of the Crow's on Vancouver Island. ing coal areas. The the Provinces last year and other Pacific coast he coal famine. The ck door immense coal labor are required.

dustry may have been ation facilities. The British Columbia will ushes its way through tains, and are giving

or 1906, copper comes oo. The high prices uld give this particular

industry a great impetus. Gold comes next, with a value of \$5,579,000. Coal and coke were produced to the value of \$5,548,000.

The work of the Bureau of Mines naturally increases year by year. The extension of the mining area of the Province, the proportional increase of the number of mines, the increasing desire of the public for the free information which the Bureau supplies regarding districts and camps, and the appreciation by the prospector of the fact that he may obtain, gratis, a determination of any rock or mineral which he may send to the Bureau, are some of the reasons why the officers are kept busy.

One cannot but wish that fewer people had lost their money in the alleged exploitation of the mines of this vast Province. Very little that was lost ever went to assist in real development. It simply helped to swell the banking accounts of a few enterprising and impudent scoundrels. But the record of real mining in British Columbia is one of the most pleasing signs of development in the Dominion.

COMPLAINTS AND THEIR CURE.

Many complaints of the scarcity of money, and the higher prices charged for it by banks, have been made in various parts of the country. In consequence of a presumed slight to a community in a Western Province who did not obtain all the bank credit it sought, the immediate formation of another bank was argued—a bank "which should give adequate consideration to the wants of the West." In Vancouver, too, there is a proposal to establish "a bank that will keep the deposits of the West in the West for Western business."

A Newfoundland paper strongly criticizes a leading Canadian bank for raising its rates on that Island. The journal suggests the establishment of a Colonial Bank, with the guarantee of the colony.

These communities appear to have forgotten that scarcity of money is world-wide, and higher prices for it universal. Merchants and manufacturers throughout Eastern and Central Canada are feeling the pinch, and cannot pursue opportunities for increased business. It is not reasonable to suppose that any bank will arbitrarily raise rates for the mere sake of making money out of one community.

There are other banks eager for the business of that community, in such a case, if its business were desirable, and there were just grounds for the complaint that "enormous burdens are being placed on trade."

Those in Western Canada who want a bank specially "to serve the West," will remember that twenty years ago the Commercial Bank of Manitoba was founded in Winnipeg. It was to be an institution to serve Manitoba. Although it obtained a good share of the business of the then new country, the bank closed its doors after a few years' operation.

The people of St. John's, Newfoundland, might reflect upon the failure of local banks established to do the business of that Island, and the causes of those failures. The establishment of a Colonial Bank would scarcely improve matters, as financial institutions the world over must be affected by general financial conditions.

EDITORIAL NOTES.

When experts differ there is bound to be trouble. The Toronto waterfront problem, with its viaduct, bridges, and other transportation phases, has already made a record as a hoary topic of discussion. Those chiefly concerned in deciding what is best for all have been apt to think of only what is best for one. The spirit of altruism is not usually found in the offices of big companies. Popular opinion votes for the viaduct.

Popular opinion is not far wrong. The Toronto waterfront has not many rivals. If it were made an attractive asset the world would patronize its commercial and vacation charms. A decision must be given before September 1st. When this is done, we hope it may show that Toronto has been thinking fifty years ahead.

The judgment of the Railway Commission directing the Grand Trunk Company to issue third class tickets at the rate of one penny per mile, and to run third class passenger carriages attached to one train per day, is the result of a great deal of agitation. The company will appeal against the Commissioners' decision. It is time our big corporations, for whose good deeds the whole country is grateful, recognized the signs of the times.

Apparently there should be more trade between Newfoundland and Canada than is being done at present. The Canadian merchant often leaves valuable business in that colony to the enterprise of the United States commercial traveller. It is well to remember that Mr. E. D. Arnaud is located at the Gazette Building, St. John's, Nfld., for the especial purpose of assisting in the extension of trade relations between the colony and the Dominion. Representatives of Canadian business firms visiting St. John's should bear this in mind, as information valuable to them may be obtained from this commercial agency of the Canadian Government.

The three orders issued by the Railway Commission to prevent fires in the vicinity of railway tracks will apply to all roads in Canada. Every passenger coach is to be equipped with two fire extinguishers. From May to September, inclusive, the railway companies are to provide watchmen at all of the trestles, to guard against fire, and dead grass or any inflammable material is to be removed. No lignite coal is to be burned. There are several other stipulations, all designed to minimize fires from locomotives. The loss by fire each summer of our forest resources through the spark from a locomotive is great. The Railway Commissioners have framed their orders. It only remains to enforce them.

Although Haywood, of the now famous Western Miners' Federation, has been acquitted in the eyes of the law, the methods of the Federation are far from countenanced in the eyes of the public. Western mining history is a black blot in the American history book. Haywood may count himself fortunate in gaining his freedom. Judge Wood acted in a spirit which he conscientiously believed to be impartial. He stood erect, and legal technicalities overbalanced him. The extraordinary evidence at the trial proves there is room in the Western Miners' organization for a general cleaning up of vicious methods. Civilization in the United States should not be a mere myth.

After much barking and some biting, the Dominion Coal Company and the Dominion Iron and Steel Company have met in the law courts. A glance at the directorates, as they stood some little time since, reveals a curious state of affairs. It is as well that there really are a few gentlemen who are directors of only one and not both companies. It is unfortunate, seeing that the two companies have so many interests in common, that an amicable settlement out of the courts was not arranged. The personal element has largely stood in the way of peace. Had the two industries been brought to a standstill, public opinion might have been rather more caustic than it has been. While each director individually is respected, it is rather an illuminating fact that a handful of prominent men can hold the fate of thousands of shareholders, millions of dollars, and two great industries in the palm of the hand.