

P. E. Island	14	43,000	
"		32,200	
			75,200
B. Columbia	32	175,503	
"		162,092	
			337,595
Manitoba	67	208,305	
"		157,105	
			365,410
Total	805	\$7,829,933	

DOMINION LEGISLATION, 1893.

For the information of our readers, we propose giving in this article the more important of the public general Acts of the Federal Parliament passed last session. We condense from the statutes just published.

The Homestead Exemption Act is amended by permitting owners in the Territories to homestead 160 instead of 80 acres, as heretofore.

Provision is made for the granting to any individual or company, a subsidy not exceeding £25,000 sterling a year, to assist in establishing an effective monthly, or more frequent steamship service between British Columbia and the Australian colonies and New Zealand; the subsidy to be granted by the Governor-in-Council for such term of years, not exceeding ten, as he may consider expedient.

Sections 26, 27 and 28 of the Merchant Shipping Act, 1876, and sections 1 and 2 of the Merchant Shipping Act, 1890, of the United Kingdom, relating to the marking of load lines upon British ships, are repealed, so far as they relate to or affect ships registered in Canada; but the Act is not to come into force till Her Majesty's pleasure has been signified by proclamation.

It is most properly enacted that a master of a ship is in future to have the same rights, liens and remedy for the recovery of his wages, disbursements properly made by him on account of the ship, and for liabilities properly incurred by him on account of the ship, as any seaman heretofore had for the recovery of his wages. No person shall employ an engineer, and no person shall serve as an engineer on any passenger steamboat of whatever tonnage, or on any freight steamboat of over one hundred and fifty tons gross, unless the person employed or serving as engineer holds a certificate from the Minister for the grade in which he is to be employed, under penalty of one hundred dollars. This is necessary for the better protection of the lives of passengers.

The crossing of railways by other railways or street railways, electric railways or tramways is to be subject to the approval of the Railway Committee of the Privy Council. In future railway companies must station a man at every point where two main lines of railway cross each other at rail level, and no train shall proceed over such crossing until signal has been made that the way is clear, and every locomotive or train of cars shall, before it proceeds over such a crossing, come to a dead stop for at least the space of one minute, unless an interlocking switch and signal system is in operation there of such design as is satisfactory to the Railway Committee of the Privy Council.

It will be a relief to many holiday-burdened merchants and manufacturers to feel that the Annunciation, Corpus Christi, and the Festival of St. Peter and St. Paul are no longer to be holidays in the Province of Quebec.

On the first of July, 1893, several radical changes in the Act respecting witnesses and evidence come into force. Thereafter every person charged with an offence, and the wife or husband of every such person, shall be a competent witness, but no communications made during marriage shall be disclosed by husband or wife. Criminals may testify in their own behalf. No person is hereafter to be excused from giving evidence upon the ground that the answer to the question may tend to criminate him, but the answers cannot be used against him in a criminal proceeding. A child not understanding the nature of an oath may give evidence, if the judge thinks the child sufficiently intelligent to give evidence, and that the child understands the duty of speaking the truth. Such evidence cannot be acted on, however, unless corroborated.

Some of the details required by the Patent Act of persons applying for patents are altered.

HAMILTON BOARD OF TRADE.

On Tuesday afternoon, June 27th, a meeting of the board was held for the nomination of officers for the ensuing year. The retiring president, Mr. Lottridge, said it had been a pleasant year for him as presiding officer, not only over the meetings of the board, but the meetings of the council. He found that the civic corporation was not in unison with the board, and regretted that the merchants who were large taxpayers were not consulted in reference to the refunding of the city debt. The board had a right to have representation on the Central Fair board, and the members should be consulted. He begged to decline reelection, finding that his private business took up all his time.

It was the unanimous wish of the twenty odd members present that the president should accept, but Mr. Lottridge positively declined. He thanked the members for their kindness. Mr. A. T. Wood also declined being nominated for the presidency. St. Clair Balfour was nominated for vice-president, but he was compelled to decline. On motion of Mr. Wood, seconded by Mr. Glasco, C. R. Smith was re-elected secretary-treasurer. The retiring members of the council were:—A. Wilson, St. C. Balfour, W. H. Glasco, Alex. Gartshore, John A. Bruce, W. A. Robinson and John Hoodless. They were all re-elected to serve for three years. On motion of Mr. Knox, seconded by Mr. Glasco, J. Turnbull, John Calder, F. H. Lamb and Robt. Thomson were appointed the arbitration committee.

The annual meeting of the board was held on Monday, 3rd July, when the report of the Council was submitted. The report expressed a hope that the Canadian Pacific Railway, the Toronto, Hamilton, and Buffalo Railway, and the Hamilton, Grimsby and Beamsville road would soon be operating through Hamilton. It praised the Hamilton Street Railway Company for the energy it had shown, and for the excellence of its system. Referring to the Hamilton Bridge and Tool Company, the report assured the company of cordial sympathy and good wishes for the success of the enterprise. It further expressed the hope that the

Natural Gas Works recently inaugurated, as well as the Central Fair, would be successful. Without committing the board to the endorsement of the smelting works proposition, the report said that "there is every reason to hope that should the vote be in its favor on the 5th of the present month, we may have both a smelting works and a steel manufacturing industry established here." The report commented favorably upon the increased accommodation given by the Grand Trunk Railway.

"The general trade of the province of Ontario has been better during the past year, and the merchants and manufacturers of Hamilton have held their own, and some have done an increased and profitable business; bad debts have been few and failures nominal, while the general collections are better. Many of our wholesale houses report the standard character of the retailers doing business at the present as a better and more desirable stamp of men to do business with."

The report of Senator Sanford on his recent visit, as representative of the board, to the Mercantile Congress held in Chicago, was then read, containing valuable information upon the different systems of credit in vogue on the continent. A vote of thanks was passed the Senator for his paper.

Mr. Wood objected to the board in any way endorsing the smelting works' scheme. He thought the projectors were simply a lot of speculators. He thought the city unfavorably situated for the location of a smelting works, and that if the duty was taken off iron it would kill the enterprise. The city would, he declared, lose every sixpence it put into the scheme.

Mr. Turner said, as he understood it, the city was not putting any money into the smelting works scheme. The land was not to be paid for until the works were built.

Mr. Wood moved, seconded by Mr. Balfour, in amendment, that clauses 2 and 6 be expunged from the report, when Mr. Kittson formally moved the adoption of the report. On the amendment being put to a vote it resulted in a tie, 8 to 8, and the president declared the amendment lost and the report carried.

The scrutineers reported the following result of the ballot for the election of officers: H. N. Kittson, president.

Archdale Wilson, vice-president.

Council—St. Clair Balfour, W. H. Glasco, Matthew Leggat, Alex. Gartshore, John A. Bruce, John Hoodless, W. A. Robinson. Board of arbitration—J. Turnbull, R. Thomson, John Calder and F. H. Lamb.

The newly elected president, Mr. Kittson, was escorted to the chair by the retiring incumbent, and thanked the members for his election, promising to use earnest effort to make his occupancy of the chair a success.

QUEBEC BOARD OF TRADE.

On Tuesday, June 27th, the Quebec Board of Trade held a meeting, and the president, V. Chateauvert, M.P.P., took the chair and presented a report from the Council. It referred to the abolition of the Quebec river police, the tonnage tax of three cents for its maintenance having been done away with by statute. The absence of the force leaves the port without machinery for making delinquents in case of desertion from ship amenable to Courts. Other subjects referred to were, the need of federal medical inspection for the port; bills of lading per Quebec Central Railway; a conference with the Dominion Ministers concerning tariff reforms; trade relations with South Africa.