

being ascertained the citizens of Toronto would have some data on which to form a judgment as to the wisdom, or otherwise, of putting their money into the scheme.

Countervailing Duties. The President of the International Sugar Conference has been speaking out plainly on the folly of England on allowing her West Indian possessions to go to ruin rather than protect the sugar industry by a countervailing duty. He declares that such a duty need not cost the consumer one cent, as it might be covered by an equal reduction in the tea duty. "Once let the idea get abroad that Great Britain, in deference to the threats and jeers of irresponsible theorists, declines to adopt the only remedy which can save the West Indies from ruin, and tempting offers will not be wanting to induce our colonial trade to follow other flags than ours." America might give a bounty on cotton goods, like Germany and France do on sugar, and with a similar result, as they might ruin the mills of Yorkshire and Lancashire. Talk like that will set the hard and clear-headed men of Yorkshire and Lancashire thinking. If their bread and butter were put in peril, they would fling theories to the wind which interfered with their self-protection.

Trade of the Yukon. A Victoria, B.C., correspondent calls our attention to the necessity of measures being taken to facilitate the free entry of Canadian goods into Canadian territory in Alaska, which are intended as supplies for settlers in the Klondyke gold district. The Victoria Board of Trade has held several meetings, from which urgent telegrams were sent to Sir Wilfrid Laurier, Sir Richard Cartwright and the Hon. Mr. Sifton, pressing upon them the need of action in this matter. It appears that the American authorities are being urged to repeal the regulation, making Dyea a sub-port of entry, which, if carried out, it is feared would mean that no Canadian goods can go into the Yukon via Lynn canal routes, that is via Skagway and Dyea, which is the route that would be most used during the next two or three months, as the snow roads will be passable. The question is a serious one, as the supply of Canadian goods for the Yukon trade it is expected will amount to millions. As the market is a Canadian one, it certainly should be, as far as possible, reserved for Canadian merchants. We have already pointed out that the gold-fields with their enormous wealth are Canadian property. It is not deemed feasible, if even desirable, to exclude Americans from mining therein. But it is feasible, and in the utmost degree it is desirable to afford every facility for the market of the gold-fields being a Canadian market, and access to it for goods from other parts of Canada being as open as the Montreal market is to shippers from other parts of Canada. Our correspondent speaks of settlers and shippers having

of entry in Alaska, then passing them on to a Canadian port of entry, and paying duties a second time. Even if goods are bonded through to Canada after entering via Skagway, our correspondent alleges that parties who outfitted at Victoria were subjected to serious expenses, as they had to take along with them an American official to see them out of United States' territory, which involved a cost of \$6 per day for his board and lodging for a week or more. This cost is said to neutralize the bonding privilege, as it is, in some cases, equal to the duty at the American port of entry. Our correspondent says: "By closing up the Customs ports of entry at Tagish Lake, and declaring that no goods shall enter the Yukon except via Glenora on the Stickine River and Fort Cudahy, on the Yukon River, we can control the trade, and Canada will reap the harvest." The Victoria Board of Trade has recommended this course, unless some reciprocal arrangement is come to with the United States' Government, whereby Canadians shall pass freely over the narrow strip of the coast at the head of the Lynn canal, which, though claimed to be in American territory, there is every probability will eventually prove to be Canadian ground. We have every confidence in the Federal Government doing whatever is possible to protect the interests of Canada. It would be a grave scandal, indeed a dangerous scandal, were Canadian interests in this matter to be sacrificed by the supineness and neglect of the Government of the Dominion. Time is, however, pressing; every day's delay is injuring Canadian trade; we trust, therefore, that measures will be taken at the earliest moment to ensure the Klondyke supplies being furnished by Canadian merchants with no more imposts than if they were sent to this or any other Canadian city.

The London Fire Enquiry. An official enquiry has been going on in the Guildhall, London, into the origin and circumstances of the recent conflagration. One Superintendent gave as an explanation of the fire spreading the utter disregard of safety in the construction of the buildings. "They were tunnelled buildings with openings at each end, which helped the fire to travel." Strange to relate, Commander Wells expressed satisfaction that "only four steam fire engines were stopped for want of coal." He owned that the coal supply was short. When he was asked about water towers he frankly said: "I have had no experience with water towers." The City Solicitor at once said: "That will be a sufficient answer for me." The same indifference as to the experience of other fire brigades was shown when a question was asked about the absence of electric communications. The City Solicitor gave evidence that showed there was one engine gone "dead" for lack of coal, and, when the fireman was told he could get it from any warehouse in the neighbourhood, he replied: "That is against orders." The inquiry brings out clearly that the fire would not have been so destructive had the authorities adopted modern equipments and methods.