

in twelve months. But we have, after footing up the above figures, a total of \$78,389,780, and if the Building Society deposits, and some inaccessible but minor items were added, it would be shown that the people of Canada have somewhere about eighty-five millions of dollars on deposit, which can be lifted immediately or on short notice, as occasion requires.

Besides deposits of the people themselves, the federal and local governments have always large sums on deposit. On the 31st July last, the Dominion had in the banks on call, \$4,508,364, and after notice, \$3,587,046. The Ontario Government had in all \$4,185,672, of which only \$692,530 was payable without notice. Adding two smaller items in Nova Scotia banks, the returns show a total of Government deposits of \$12,510,187.

The aggregate of deposits, counting those belonging to the Government and the general public, may be set down at \$100,000,000. That is a handsome amount to have at one's bankers, and it is creditable to the public that so much of it stands in their name, and to their credit. We are especially glad to observe that the Savings Banks contain so respectable an amount as they do. These deposits are mostly in small sums, and are owned principally by the thrifty and economical among the working classes. It is gratifying to know that so many millions are laid up for a "rainy day," and, although not without numerous exceptions, the masses of our people are distinguished by so much industry, sobriety, and economy.

THE GROWTH OF CITIES.

The growth of the cities of this continent has been rapid during the last decade. This applies to Canadian as well as American cities. On both sides of the lines there has been manifested an increased tendency on the part of population to crowd to the business centres. This arises from a variety of causes: primarily, work is more abundant and more varied in description, and there can be no doubt that there is an attraction about city life to the majority of men which they fail to find in the rural districts. Wealth may not be so evenly distributed as in the country, but the business prizes are immensely greater, and this attraction draws many young men to cities, who would make more money and be far happier tilling their father's farms.

The blue books of the United States give many interesting facts as to the progress of their cities. For the information of our readers, we append the population of the principal of them, with the per centage of

increase between 1860 and 1870, when the census returns were made up:

NAMES.	POPULATION.	INC. PER CT.
Buffalo	117,15	45.0
Rochester	62,385	29.4
Albany	69,422	11.3
Boston	250,526	41.0
Brooklyn	396,300	48.5
New York	942,292	16.9
Cleveland	92,816	13.9
Cincinnati	216,239	34.2
Newark	105,678	46.1
Philadelphia	674,022	19.8
Chicago	298,983	173.6
Baltimore	267,354	26.0
Detroit	79,580	74.9
Milwaukee	71,499	57.9
New Orleans	191,322	13.4

This list comprises most of the great cities of the United States, and of course the per centage of increase is naturally greater in them than in most of the others. Chicago grows more rapidly than any other city on the continent—we might confidently say, the world; and if its rate of progress during the last decade be continued, the time can easily be calculated when it will outstrip New York, and take its place as the largest city on the continent. It is not likely, however, that its unparalleled progress will be without check; the great fire, in fact, has already retarded its advance in population, and doubtless other difficulties will be encountered which may delay, and possibly altogether prevent, its surpassing its eastern rivals.

The growth of our Canadian cities during the same period, compares favorably with that of our neighbors. None of them shows so rapid an increase as even Detroit, but they are making very satisfactory progress. According to our returns, the per centage of increase in population in our cities was during the last decade as follows:

NAMES.	INC. PER CT.
Halifax, N. S.	18.3
St. John, N. B.	36.9
Charlottetown, P. E. I.	31.3
Frederickton, N. B.	34.3
Hamilton	39.9
Toronto	25.1
Montreal	18.7
London	36.9
Ottawa	46.9
Three Rivers	24.9

It will be observed that the increase in Ottawa was greater than in any other place, although Hamilton, London, St. John, and Frederickton follow closely after. We are glad to know that our cities are filling up, and that many of our towns, such as St. Catharines, Brantford, and Belleville, are fast reaching the point when they can justly claim to be placed on the roll of cities; but it would please us still better to see our lands more rapidly filled up with industrious settlers, for our cities will grow, and the Dominion as a whole prosper, just as our production and trade increase in extent and value. There has been no falling off in the prosperity of our cities, and the current decade promises to show results of a most satisfactory character.

THE GREAT WESTERN RAILWAY.

The old saying about locking the stable door after the steed has been stolen, has received a fresh illustration in the action taken by the shareholders of the Great Western Railway. Enormous and unremunerative expenditures have resulted in such an immense accession to the capital account, that the dividend paying power of the line has been injured—it is to be feared—permanently. The Board under whose management all this has taken place, have just been compelled to resign; and it is said there is to be an entire reorganization of the Canadian executive and a radical change of management.

We trust this may bring about what the shareholders mainly want: viz., a better return for their money. But it is to be feared that the experience of English lines about unprofitable extensions, which are permanent "drags," has been repeated on only too large a scale here.

The management of an enterprise by a Board three thousand miles away, is one of the most difficult of all problems. So it has proved already in the case of the Grand Trunk, and so it will continue to prove in both this case and the one under review.

We observe that the Hon. Wm. McMaster has written a letter to the late chairman of the Board with a view to lessen at least any blame that may be attributable to him. He says he was only one of three local Directors (for one never acted at all); and that as the other two, Mr. McInnes and Mr. Carling, always acted together, they could and did always outvote him. Very many things were done which he gravely disapproved of, but he was powerless to prevent the mischief.

We cannot but think Mr. McMaster might have done a good deal more than merely record his vote. Other courses were open by which he could make his disapproval felt, and stop anything which was seriously wrong. We speak of course with only such knowledge as is afforded by his own letter.

We have no doubt that Mr. McMaster has in many ways been of the very greatest service to the Company; but had he maintained a firmer stand against a certain style of expenditure, though it might have been very uncomfortable for himself for a time, it would have been of great value to the Company.

But it is possible—and here is a danger which besets many of our prominent men—for one person to have too many Directorships.