river at Fort William open for vessels days or weeks longer than has been the case in other seasons, by all means let the expenditure be made, and let our Lake Superior ports be open for grain shipment at least as long as the Soo Canal is open. The reductions in rail freight rates resulted it is estimated, in a saving to Manitoba of $300,000. during the year 1898. This is a circumstance which puts the average producer into good humor, and makes him more friendly with the railroads. It should also teach the carrier not to push to an extreme the doctrine of insisting upon the charge of "all that the traffic will bear."

A good illustration of the energy with which a project for the good of Winnipeg and vicinity is taken hold of by the business people of that city, is to be found in the movement for the settlement of the amazing expanse of vacant land immediately around Winnipeg. No need to explain the whys and wherefores of this anomaly, suffice it that in February, 1898, a committee of the Board was appointed with Mr. W. Hespeler as chairman to attract settlers to these vacant lands. By harmonious actions of the City Council and Retailers Association with the Board, a favorable arrangement was effected with the Department of the Interior. Private parties contributed $1,200 and the City Council $1,000 towards advertising the lands within 25 miles of the city, and the Government placed a clerk in charge of a bureau to show applicants these lands. Over a thousand non-residents have been communicated with and some two thousands parcels of land are now on the land list. The committee sent out 25,000 illustrated pamphlets in English, of Winnipeg city and district, besides 5,000 each in the German and Scandinavian tongues. The Provincial Government donated 35,000 maps of the district and a lot more on a larger scale are being prepared. The result of this industrious advertising during 1898 are of course yet to be seen. But the effect cannot but be a much desired interest in an hitherto tied-up region of undeniable value.

ONTARIO AND QUEBEC TAXES.

A statement having obtained currency in a portion of the press that the Provincial Government of Quebec had made a demand on the city of Montreal for $700,000 annual taxes, while the Ontario Government, in connection with the new taxes, is only asking the whole province for half that sum, the Montreal Gazette corrects the statement. The license fees in Quebec and in Ontario do not vary much. Ontario has a succession tax that brings the province more than is collected in the same manner from Quebec. But as the Gazette shows, aside from these two imposts, Quebec raised last year by taxation of the kind the Ontario Government has now resorted to, the following sums:—

Commercial Corporations	$194,312
Manufacturing and trading licenses	29,846
Transfers of property	2,055
Certain persons	1,280
Total	$227,493

Thus then the Quebec Government does not ask from Montreal $700,000. "It does not take from the whole province as much as the Hardy Government asks from Ontario."

CANADIAN MINING INSTITUTE.

The annual meeting of this body was held in Montreal recently, Mr. Jno. Hardman, of Montreal, in the chair. Election of officers was proceeded with, when it was found that the following were elected:

President.—John Hardman, Montreal.

Vice-Presidents.—Dr. G. M. Dawson, W. A. Carlyle, Rossland; Hiram Donkin, Glace Bay, and George E. Drummond, Montreal.

Secretary.—B. T. A. Bell, Ottawa.

Treasurer.—A. W. Stevenson, Montreal.

Council.—R. R. Hedley, Nelson; S. S. Fowler, Nelson; Elliot T. Galt, Lethbridge; Wm. Blakemore, Coal Creek, B.C.; C. A. Meissner, Londonderry; J. R. Cowans, Springhill; Wilbur L. Libbey, N. Bookfield; Clarence H. Dimock, Windsor, N.S.; George R. Smith, Thetford Mines, Que.; J. Obalski, Quebec; Dr. Frank D. Adams, Montreal; R. T. Hopper, Montreal; James McArthur, Sudbury, Ont.; A. Blue, Toronto; Chas. Brent, Rat Portage, Ont., and Eugene Coste, Toronto.

A banquet was given in the evening at the Windsor Hotel, which was of the delightful social character always expected of the Institute.

MORE ABOUT FUEL OIL.

Asking a Canadian gentleman, with some knowledge of the oil fields of Canada, for some particulars of the nature of the oil used so largely by the Canadian manufacturers who are now, as we last week noted, asking the Government to lower or remove the duty on fuel oil, he said: "I am afraid that even if this were done they would not be rid of the difficulty, which I believe to be a real scarcity of this cheap fuel oil." On being asked why this oil grew suddenly scarce our informant answered: "It is not a sudden scarcity. To look back say 20 odd years, when crude oil was distilled and the burning oil extracted, all else was thrown away—the by-products were hardly then thought of. But the refiners began to find what could be done with this refuse, and they made first lubricating oil, then axle grease, then paraffin wax, and only the fuel oil and a substance which is virtually coke, were left. Now each newly discovered use for the refuse, each article made out of it reduces the proportion which is available for fuel use. And so, it seems to me, it is the narrowing proportion of this cheap burning oil that can be got out of a barrel of crude after the wax and axle grease and all that are removed, which has gradually been causing this scarcity. It is exactly the same way in the States, I am told," he added, "that contracts ahead have been made by the Standard Oil folks to supply this oil to manufacturers, and they are growing frightened to find that they are not likely to be able to fill them."

TRANSPORTATION MEMORANDA.

An announcement of more than passing interest was made recently by Mr. A. A. Breneau, member of the House of Commons, at Sorel. He stated that it was proposed to erect two large grain elevators at Sorel, and make that point a great export port. This would be done by the establishment of a service of steamships between Rouen, France, and Sorel, to be subsidized by the Canadian Government. To those who wanted to know where such a steamship would derive its freight, Mr. Bruneau stated that the United Counties Railway was ready if given a subsidy to extend their line to Sorel, and so give direct connection with the Canada Atlantic and Parry Sound Railways. The United Counties connects with the Canada Atlantic at Noyau Junction, near Lacolle.

The executive of the Montreal Corn Exchange at a recent meeting of that body reported that it had communicated to the Minister of Railways and Canals the request of the recent annual meeting that the Welland canal be opened not later than 18th April, and the St. Lawrence canals by the 20th of that month. The reply to this request stated that it was impossible to have the necessary works of repairs below water on the canals in question completed before the 1st of May. Steamers will leave Great Britain for Montreal on 15th April, due to arrive in Montreal about the 25th, and if the canals be not opened before 1st of May grain cargoes cannot arrive before about the 5th or 6th, and thus the ocean steamers will be seriously delayed. It was ordered that a representation to this effect be sent to the Minister, with an urgent request that the canals be opened not later than 18th and 20th April respectively.

Mr. Frederick Glyn, who has recently been speaking in New York on the grain transportation problem, states: "For