

to make shipments should communicate with the Commissioner of Agriculture and Dairying, Department of Agriculture, Ottawa. The freight charges to Cape Town, including loading on the ships and discharging, will be at the rate of \$5 per ton of forty cubic feet until further notice. The ocean freight must be prepaid to the Department of Agriculture, Ottawa, on or before the date of the sailing of the steamship. The department will not undertake to collect from the consignees any advance freight charges or any other charges. Shippers should consign their goods to the consignees at Cape Town, or to some one who will act as their agent, and the Department of Agriculture will accept no responsibility in regard to the storage or care of the goods after they are delivered from the steamship. Any goods not on a through bill at landing from a railway station in Canada may be billed care of the Dominion Department of Agriculture, at shipping port for export to South Africa. Shippers should insure their goods. The officers of the department will afford assistance in facilitating the loading of the goods, and also the delivery of them to the consignees at Cape Town, but the department does not accept any responsibility in regard thereto, or in regard to the safety or safe carriage of goods.

BREWERS AND DISTILLERS.

The very large anti-prohibition delegation which waited upon Premier Ross and the Ontario Government a few days ago reminds us of the fact that a large number of Canadian manufacturers are financially interested in the settlement of the liquor question. Many of the distillers and brewers of Ontario are members of the Canadian Manufacturers' Association, and have been for years, and as such are entitled to whatever assistance the Association can render in preventing any injury to their industries.

One of the cardinal objects of the Association, as laid down in its constitution is "To enable those in all branches of manufacturing enterprise to act in concert as a united body whenever action in behalf of any particular industry or of the whole body is necessary." The iconoclast is abroad in the province, raging like Carrie Nation, to destroy an important industry, and it is to be seen whether the Association will make any effort to protect and defend the interests of members who were present at its "bornin'" and have always been liberal contributors to its financial requirements. Now is the time, these members think, for the Association "to act in concert as a united body."

The financial side of this question was, at the interview alluded to, presented by Mr. James Haverson who went into the argument in some detail. He said the capital invested in distilleries, breweries, malt houses, etc., in Ontario was \$15,500,000; there was invested in the real estate of the retailers \$38,000,000; in stock and fixtures, \$21,000,000; a total of \$74,000,000 directly invested in the business. The amount paid annually by the distillers and brewers to the farmers of Ontario was \$2,382,000; to the transportation companies, \$450,000; in wages by the distillers and brewers, \$1,200,000, and in other outgoings, \$1,012,000, while the retailers paid in wages \$10,500,000, or an annual expenditure of \$15,500,000. There was to-day in bond in this Dominion 14,000,000 gallons of spirits, on which the duty alone would be \$26,500,000. Last year the Province of Ontario received from the liquor trade \$629,000, of which \$250,000 was paid to the various municipalities. All the distilleries of the Dominion were in Ontario; we had the largest number of breweries, and we also had more than one-half the retail trade in all the

Dominion. Besides the trade itself, our banks, loan companies and other financial institutions would be most seriously affected by any prohibitory legislation.

ONTARIO.

The salient points in the public accounts of the Province of Ontario, placed on the desk of members of the Legislature a few days ago, are, according to the Globe, as follows:—

That at the close of the year the cash in bank at the credit of the government was \$1,468,492.

That of this sum \$1,292,931.25 is drawing interest, the balance of \$175,561 being current account, with \$220,898 in interest-bearing debentures.

That the province began the year with \$824,398 in the banks, and finished it with \$1,292,931.

That \$39,298.27 was received in interest from the banks on the moneys therein deposited.

That \$142,414.48 was received in interest from the Dominion Government on the provincial funds still in the hands of that government.

That the revenue, although not as large as in some previous years, nevertheless exceeded expectations, and, as will be seen, far more than covered expenditures. It amounted to \$4,466,043.

The government collected from the corporations, namely, banks, life insurance, fire insurance, trust, loan, railway, street railway, express, gas, electric light, telegraph, telephone, natural gas, and sleeping and parlor car companies—\$237,506, a virtually new source of provincial revenue.

From the estates of the rich \$366,581 was collected in the form of death duties.

A large portion of the receipts is immediately returned to the people for such services as these:—

Administration of justice	\$416,042
Education	782,193
Public institutions maintenance	833,163
Agriculture	209,858
Hospitals and charities	192,280
Colonization roads	179,008

The chief feature of the Ontario finance is that, with the exception of the grant to railways, everything is paid for as it arises. Whether it be a canal lock or dam in northern Ontario, or a vast public building, it is paid out of current revenues. This practice has contributed more to economic and prudent administration than perhaps anything else. We pay as we go—that is the secret of successful domestic finance, and the homely Government of Ontario deemed that what was good for the home was good for the province.

In a sentence, Ontario has money invested with the Dominion on which she gets \$142,414, other sums invested in banks and elsewhere on which she got in interest last year \$46,760, and, with the exception of the railway indebtedness, owes no man a dollar. Should not the men who have managed her affairs for thirty years get some credit for this happy state of affairs?

ACETYLENE GAS.

Certain United States consular officers in Germany were recently instructed to report on the uses of acetylene gas in that country, and Consul Kehl writes as follows from Stettin:

Acetylene gas is emerging from a crisis which almost retired it as an illuminant. About eight years ago, when this gas was in its infancy, numerous devices for its manufacture sprang into existence; but through ignorance and improper construction, many fatalities resulted. In December, 1896, an awful explosion of acetylene gas occurred in Berlin. The press denounced its uses; the police authorities throughout Germany placed almost prohibitive restrictions upon acetylene generators; the preparing of liquid acetylene was strictly forbidden; insurance companies protected their interests by high rates and special requirements in addition to those prescribed by the police. As a result, only safe and meritorious machinery is now constructed.

The advantages claimed for acetylene gas are many. It is