

Montreal Harbour. We have held always that the St. Lawrence channel and the port of Montreal should be improved to a condition as near perfection as human ingenuity can attain. That the port happens to be connected with the City of Montreal is not the point—what calls for its perfecting is the fact that it is the natural national port of the Dominion. If for any reason the transport trade of this country should be diverted from this port, it will find its way, not to other Canadian ports, but through those of the United States. Not that we would be for a moment understood as implying that the other ports of Canada should not also be improved as far as possible. Public money judiciously spent in connection with these will be a national asset of increasing value. At the same time it is an established axiom of commercial economics that shipping will find its way to the head of navigation. Nothing will prevent this—*ergo* general interests demand that the port of Montreal be equipped in a manner befitting the country's chief trade outlet.

**Canadian Skill
in Artillery.**

It is a matter for congratulation, indeed, that in so important a branch of the service as artillery, Canadians should be able to more than hold their own against the British National Artillery Association team. Both the Londonderry Challenge Cup and the Prince of Wales Cup will remain with Canada, as a result of this week's trial of skill at Petawawa Camp. The Canadian composite team had a total of 524 in field and 598 in heavy, and the British team a total of 549.91 in field and 507 in heavy. The Canadians scored eleven effective shots out of sixteen, and the British three. The precision with which the visiting team did its work won general admiration.

**Haulage of Freight
on City Streets.**

Representatives of the Montreal Board of Trade, La Chambre de Commerce and the Montreal Branch of the Canadian Manufacturers' Association this week passed a resolution favouring the haulage of freight over city and suburban streets by the Montreal Street Railway, providing satisfactory arrangements can be agreed upon.

It would be well if Montreal would allow some other city to experiment fully in this respect before committing itself to a system which we believe will tend to confusion and to the detriment of the passenger service with which street railways are essentially concerned.

**The British
Journalists.**

That the party of British journalists now touring Canada should be mightily impressed with both the developed and undeveloped resources of the country is no surprise to the Dominion's "native born" nor to her thousands of sons by adoption. Their descriptions of what they have seen should do much to increase the old land's intelligent comprehension of the possibilities of the new. Not unlikely there will appear some criticism to give spice to appreciation. We shall do well to profit by both.

**The Clash of Steel
and Coal.**

The legal fight is on. Much to the disappointment of industrial and financial interests generally, and to the rank and file of the companies' shareholders. Those who have given unbiased thought to the subject can scarcely conceive of any possible benefit that will accrue to either company by recourse to law no matter what the final decision may be, and it is a case which if not arranged will go through all the courts. The contest now under way is bound to be one of enormous expense—experts and the legal profession will alone reap any benefit. It is unfortunate indeed that the situation was not saved by some strong and dispassionate personality bringing together the opposing interests to some common sense understanding on a purely business basis.

**Japanese
Immigration.**

The arrival last week at Vancouver of a ship from Honolulu with over one thousand Japanese coolies, brings acutely to the fore the question of oriental immigration as affecting Canada's future. On the one hand, there is the undoubted need in the rapidly developing West for a supply of labour—on the other, the various disadvantages that undoubtedly exist in having a large unassimilable foreign element in any section of our country. Nor can the matter be settled off hand from economic or social consideration of a single province or even of the Dominion. Imperial interests might be more or less involved in any radical action of exclusion. Altogether, the problem is far from a simple one that confronts the Dominion.

**The Late John
Molson.**

One of the oldest and most respected citizens of Montreal passed away on Saturday last in the person of Mr. John Molson, at the advanced age of 88 years. While Mr. Molson had retired from active business life many years ago, he was widely known to the business community and public generally as the former president of the Molsons bank. He was the nephew of its founder, under whom he was vice-president, later succeeding him as president. Mr. Molson was one of the oldest and most esteemed governors of the General Hospital and also of McGill University.

**Church Mutual Fire
Insurance Company.**

Judging by the number of fires which have recently been reported, the Church Mutual Fire Insurance Company has not been having as easy a road to travel as was anticipated. Assessments must be piling up. Possibly those interested are becoming convinced that the regular fire insurance companies are after all not so unduly given over to the worship of Mammon in fixing rates on church properties.

Newfoundland.

Newfoundland is having its own little troubles which will not down. The oldest British colony has everything to gain by combining its destinies with those of Canada.