

of agencies would find their occupation gone. I have already shown that each individual agent will find everything to encourage him; and as regards the managers, they will be crowded as heretofore with all the multifarious cares of a still growing business. After the limit is reached, whenever that may be, we shall have one hundred and fifty millions of annual business to look forward to, a larger amount than has been done of late years by any company, while the volume of risks in force will necessarily go on increasing until two thousand millions, possibly even three thousand millions, is arrived at in the long future, in place of the one thousand five hundred million dollars which we have yet to reach. The work of the managers in caring for our old business is already a large part of what they have to attend to, and in years to come will bear a still greater proportion. Our already immense volume of assets will perhaps be doubled in time. There is no danger of any one concerned being forced to seek elsewhere for active employment."



Notes on Business, Insurance and Finance.

The Revision of the Banking Act.

Advices from Ottawa are to the effect that the revision of the Banking Act may be indefinitely delayed owing to the enforced and regrettable absence from Parliament of Mr. Fielding, the Minister of Finance. Hitherto, this matter has been looked upon as one of the chief features of the Session, which would be quickly taken up, but the suggestion is now made that the revision will not be taken in hand until the spring, on the return of Mr. Fielding.

The Co-operative Banking Movement.

M. Alphonse Desjardins, President of "La Caisse Populaire de Lévis," to which and the co-operative banking movement, which it inaugurated, we made reference last week, writes that these Banks are not French Canadian only. "As a matter of fact," he writes, "there is one among the Civil Service at Ottawa and doing well indeed. If there are much less among my English fellow citizens, it is due, I venture to think, to the absence of a law in the other provinces, and perhaps to some other causes, the advantage of having easier access to the other banks being one. But I hope to see the spread of these institutions throughout the English speaking provinces of the Dominion, as they are now spreading in Massachusetts, thanks to an Act of a very liberal character passed by this State."

Proposed New Trans-Atlantic Port.

Interesting particulars are given by our London correspondent this week, regarding proposals which are on foot for the development of Galway, on the west coast of Ireland, as a port for a new Canadian shipping service. Our readers will doubtless have in recollection the fact that during

the last few years, various proposals have been mooted for a trans-Atlantic port on the west coast of Ireland, particularly in connection with the "All-red route" agitation of a year or two ago. But the present would appear to be by far the most serious of the schemes which have been put forward. It is supported by the Midland Great Western Railway of Ireland, the most important transportation company of the island, and also, apparently, by the great firm of contractors of whom Sir Weetman Pearson (now Lord Cowdray) is the head. While naturally the scheme is yet in the initial stages, and the sanction of Parliaments—by no means a foregone conclusion—has still to be obtained, this association of interests argues that, if the scheme is to be pushed at all, it will be pushed vigorously. At the same time the proposal will have to meet geographical difficulties similar to those which have faced other schemes for the development of ports on the west coast of Ireland. It is not stated whether the promoters intend to make the new port merely a port of call for mails, or a regular passenger terminus of the proposed line of steamers. In either event, possibly the steamers would go to Liverpool or elsewhere for cargo, and so far as passengers are concerned we are not at all certain that the disadvantages of the Galway route would, in the case of a large number, be compensated for by the shortness of the trip across the Atlantic to Halifax. To reach Galway from London entails a railway journey to Holyhead (5 hours), thence a three to four hour trip on a relatively small steamer to Kingstown, and subsequently another four or five hours in the train. An arrangement of this kind may be fast for mails, but it is certainly inconvenient to the average passenger. It will, however, be interesting to watch the development of the scheme, which, possibly, may have important results.

Canadian Crop Report.

The Census Office issues a bulletin on the crops of Canada as prepared from reports made up to the end of October. The closing months of the year give good reports for nearly all of the field crops of the Dominion. Potatoes alone indicate partial failure, and in all the provinces there are complaints of rot in the fields and in the heaps for winter storage. The area is 503,262 acres and the estimated yield 74,048,000 bushels, being an average of about 147 bushels per acre, which is nearly uniform for all the provinces. The quality is 84.42 per cent. Turnips and other field roots show a quality of 88.57, a yield per acre of 402 bushels and a total yield of 95,207,000 bushels for a crop of 236,622 acres. Hay and clover are computed for 8,515,400 acres and a yield per acre of 1.82 tons. The quality is 90.45 per cent. and the total yield 15,407,000 tons. Fodder corn has an estimated yield per acre of 9.38 tons, which upon an area of 271,060 acres gives a product of 2,554,000 tons. Sugar beets are grown most extensively in Ontario and Alberta, where they supply roots for three sugar factories. The area in crop this year is 16,000 acres, which is a substantial increase upon last year. The yield per acre is 9.69 tons, the total yield 155,000 tons and the quality 93.15 per cent. The roots supplied to the Berlin factory are testing 17 per cent. of sugar