

higher freights on certain goods to British than to foreign ports; (c) the general rise in freight rates from the United Kingdom in recent years. Recommendations on these matters are reserved for our final report.

Recent legislation in Canada making shipowners liable for the negligence of their servants in the handling, stowage, etc., of merchandise has proved most successful. Public opinion in the Dominion is strongly in favor of similar legislation being passed in the Mother Country.

#### **Inland Waterways, Railways and Telegraphs.**

The Canadian system of inland waterways is unique. Much is being done to develop the canal system on the Great Lakes to admit of the passage of large vessels. The provision of through communication for vessels of great draught from tide water to the head of the lakes is, however, faced by grave financial and other difficulties.

The Canadian transcontinental railways enjoy considerable advantages over other railways on the American continent as regards the height at which they cross the mountain ranges on the way to the Pacific, and their gradients on the mountain sections.

The enterprise of the Canadian privately owned railways is undoubted, and they assist in the development of the Dominion in a variety of ways. Only a few of them, however, have, so far, shown satisfactory financial results.

We call attention to certain anomalies in the cable rates between Canada, the United Kingdom, and the other dominions and suggest various improvements, particularly a decrease in the minimum number of words, and corresponding charge, for week-end messages.

It is important that the Atlantic cable companies should be required to adhere to the International Telegraph Convention.

The Canadian government has, at present, no adequate control over the landing of cables on its territory. We suggest that immediate measures should be taken to secure such control, and the regulation of the operations of cable companies.

Public opinion in the Dominion is strongly in favor of state-controlled telegraphic communication from the United Kingdom to Australia and New Zealand through Canada.

The system under which Canadian newspapers obtain their foreign and Imperial news, mainly through a foreign agency, is unsatisfactory and dangerous to the best interests of the Empire. We suggest certain means for remedying the present situation, in particular (a) a conference between representatives of the Dominion government, the chief newspaper companies and the telegraph companies with a view to obtaining the lease of a telegraph wire for 24 hours per diem, from one end of Canada to the other; (b) if possible, a combined news service from the United Kingdom for Canada, Australia, and New Zealand.

#### **Natural Resources.**

The development of the live stock industries in Canada is of great importance to the Dominion and the Empire. We are not satisfied that sufficiently effective steps have yet been taken to deal with the possible diminution of breeding stock through exportation.

Canada has two assets of vital importance to the Empire as a whole in its possession of so large a proportion of the world's supplies of nickel and asbestos.

In connection with the evidence tendered to us in British Columbia as to the possibility of profitable utilization of the iron ores of the province, we suggest it would be of advantage for the provincial government to send its

best technical officer to Norway to inquire as to the cost of treatment, etc., of the similar ores found in that country.

Attention is called to the value of the forests of British Columbia and the importance of finding adequate markets for their produce. Local grading of timber is recommended.

It is important to encourage the export of Canadian pulp and paper to places within the Empire. With this object in view it is suggested that in future, clauses to restrict foreign control should be inserted when leases of Crown land for wood pulp purposes are granted; also that companies granted leases should be required to instal plant capable of producing dry pulp such as is required in the United Kingdom.

Measures are suggested for extending the use of Canadian salmon in the Imperial navy. Investigation should be made into the possible depletion of the halibut fisheries on the Pacific coast.

#### **Manufactures and Statistics.**

Attention is called to the great progress recently made in the manufacturing industries of Canada. The abundant water powers of the Dominion are of immense importance for the development of such industries.

In Canada the tendency has hitherto been to produce too many statistics, not too few as in some of the other dominions. The statistics of emigration, of unemployment, and of the live stock industries are, however, deficient. Greater co-ordination between the various departments engaged in statistical work is needed.

The system whereby only a single trade commissioner represents the United Kingdom in Canada and Newfoundland should be amended forthwith, and at least four whole time appointments as trade commissioner made.

We suggest that a grant might be made by your Majesty's Government for the purpose of erecting a permanent building at the Toronto National Exhibition.

The report is signed by Lord D'Abernon (chairman), Sir H. Rider Haggard, Mr. Tom Garnett, Mr. W. Lorimer, Mr. J. Tatlow, Sir Alfred Bateman (who acted as chairman during the Canadian tours), Sir George Foster (Canada), Hon. J. R. Sinclair (New Zealand), Sir J. W. S. Langerman (South Africa), and Sir Edgar R. Bowring (Newfoundland).

#### **LONDON AND MIDLAND GOES TO RECEIVERS**

The London and Midland Insurance Company, of London, England, has gone into a receiver's hands, the fire business being taken over by the British General Insurance Company. The London and Midland in 1912 purchased the stock of the London Mutual Insurance Company, of Toronto, but was prevented from having any voice in its affairs by the voting of the policyholders' proxies, which overruled the thousand shares of stock. What the receiver does with the stock is a matter, therefore, of little importance to the London Mutual's policyholders or management. A liquidator of the London and Midland will be appointed, and he will be interested chiefly in realizing funds for the company's shareholders.

The London Mutual has been making good progress in Canada under the management of Mr. A. H. C. Carson and F. D. Williams. The company's subscribed capital is \$100,000, of which \$17,500 is paid up. Its surplus to policyholders, including unassessed portion of premium notes, is \$380,985.44.

F. N. Burt Company, Limited, with Ontario charter, has increased its capital stock from \$2,700,000 to \$3,500,000.