

disappointment either at the Tacoma Mint or the Ottawa Mint, for they appear to be both relying upon the same sources for supply. If a large portion of the output from Canadian gold and silver mines finds its way, as is anticipated, to the American Mint at Tacoma, the Ottawa establishment will have too scanty a supply of metals to be kept working. Then, as the operating expenses at the Ottawa Mint will be constant while the work done will be intermittent and much below the capacity of the plant and of the staff of employees, the Canadian Mint will be worked at a considerable loss; it will be something of "a white elephant" in the hands of the Government, or like a horse "eating its head off," as the saying is, by being kept in a stable without being worked.

PROMINENT TOPICS.

The Council of the Board of Trade has prepared a petition for presentation to Parliament relative to the inland transportation facilities of Canada. The petition sets forth that, the products of Manitoba and the North West Territories are annually increasing at an enormous rate; that the milling industry and the dead meat trade are assuming larger proportions; that the development of industries in Canada call for the economic carriage of iron, copper and other ores from the Lake Superior district; that the facilities for transporting such products are very inadequate and are not being enlarged in proportion to the needs of the country. Such being the conditions, it is pointed out that the facilities enjoyed by American farmers, millers, manufacturers and miners, are much greater than those available by Canadians, inasmuch as they have at their disposal numerous competing railroads and a large fleet of United States vessels, plying not merely to United States transportation ports, but also using, on equal terms with our people, our great St. Lawrence canal system. The petition affirms:

"That owing to the coasting laws now in force in Canada, United States bottoms may be employed in the Canadian business, for the carrying of cargoes to United States ports only, thus compelling those Canadian shippers who are unable to obtain freight on Canadian vessels, to discriminate against the Canadian railways east of the great lakes and also against the St. Lawrence canal route, which has cost our people so many millions of dollars. That this shortage in transportation facilities is resulting in the diverting of a very large proportion of our north-west freight (amounting in wheat alone to 70 per cent. of the surplus crop), to Duluth, Buffalo and other United States channels to the serious detriment of our own ports, and consequent loss to Canadians of the many benefits and advantages incidental to the handling of such traffic."

To remove the disability occasioned by such conditions the petitioners pray that, in order to encourage the investment of capital in an enlarged Canadian marine, the following grants be made by Parliament:

"A subsidy of \$1 per registered ton per annum, for five years, on all vessels of foreign build having a capacity of not less than 1,000 tons burden, that may already or hereafter, during the said period of five years, be placed and kept in the Canadian marine trade on the great lakes;

"A subsidy of \$2 per registered ton per annum for five years on all vessels built in Canadian ship yards having a capacity of not less than 1,000 tons burden, that may already or hereafter, during the said period of five years, be placed and kept in the Canadian marine trade on the great lakes."

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That the development of transportation facilities has not kept pace with productive development in the Northwest is notorious. The holding over of an enormous amount of wheat from this cause is, at this time, causing great inconvenience to farmers in Manitoba and Westward. We fear that Parliament has not begun to realize the needs of the Northwest either as regards immigration matters or transportation. Yet nothing in our national affairs is comparable in importance with the needs of Canada for settlers and for much larger transportation facilities. Without the latter the country will never develop as it otherwise would. Immigration and transportation would act and react on each other, for, as one increased, the other's enlargement would be necessitated.

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The United States are about to subsidize lines of native built and manned ocean steamers in order to build up an American marine, and so keep an enormous shipping business in the hands of Americans. Canada must take steps to protect her transportation trade, or she will suffer from supineness or incapacity to realize the needs of the times.

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A valued correspondent has addressed a letter to the Minister of Finance and to the banks calling attention to the filthy condition of many notes now in circulation. He, quite correctly, speaks of those befouled bills as "one of the methods by which infectious disease is spread." Large quantities of Dominion notes are also in a disgraceful state of dilapidation, as well as being repulsively dirty. The system of issuing Government notes without more offices being open for their exchange or redemption is very defective. Complaints are rife all over the country in regard to ragged and dirty bills, both those issued by the Government and those by the banks. Economy in this matter is being carried