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**PACIFIC SECTION.**

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ally has a depressing effect. Now that better times have started, even if momentarily checked by attention being diverted to political issues, they will have gathered momentum; and after polling day, a new era should begin.

J. H. Brock, managing director of the Great-West Life Assurance Company, is here from Winnipeg on his annual trip to the coast cities. He is enthusiastic regarding crop conditions in the prairie provinces, and the railways were well equipped with rolling stock to move the wheat. Mr. Brock said that the outlook in the middle provinces was excellent, and while he did not anticipate a boom, the prices for property were fairly high.

**Praise for the Banks.**

"Despite the small crop last year and the financial panic, there have been comparatively few failures in the North-West. The banks have handled the financial situation with great ability, and have demonstrated that they deserve the credit accorded them not only in Canada but the world over for their conservatism and good judgment. The banking system of Canada shows that the financial institutions have been able to stand a great strain and that they can be depended upon in every emergency." Mr. Brock also briefly commented on the wonderful settlement that had taken place in Alberta during the past year, and on the better class of people that was continually coming into the country.

B. L. Winchell, president of the Chicago, Rock Island & Pacific Railway, passed through this week. Speaking of business conditions in the United States, he said that money

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was plentiful and the interest rate low, yet high-pressure prosperity across the line would not be attained until the railways undertook to inaugurate improvements. He declared that there was too much interference with railways in the way of Federal and State legislation. The American people had to realize that they could not tear down the railway rate situation without injuring railway credit as well as private business interests in every line.

The White Star Line, in conjunction with the Dominion Line, will establish a new steamship service to Montreal, next season. Two new ships are being built in Belfast for the service, the Laurentic and Megantic. They will have a tonnage of 14,000 each, being the largest passenger boats coming to Montreal. The Laurentic has just been launched. She has a new system of engines, being reciprocating combined with low pressure turbine. She has triple screws and will have a length of 565 and a beam of 64. She is designed on the cellular double bottom plan with nine water-tight bulk-heads, dividing her into ten water-tight compartments.