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## The Canadian Engineer.

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Per A. W. LAW, Sec.-Treas.

Toronto, February 1, 1894.

### THE IMPERIAL INSTITUTE.

We have more than once referred to the Imperial Institute which was opened to Londoners, by Her Majesty the Queen, last May. We are glad to note that this institution, the importance of which to the best interests of the whole British Empire can hardly be exaggerated, is meeting with, or appears likely in the future to meet with, the success it certainly deserves. We are favored by the Executive Council with a copy of their annual report for 1893, which, besides lists of the governing body, the Executive Council, committees, etc., contains the speeches made with reference to this Imperial scheme by the Prince of Wales and the Lord Chancellor. An account is also given of the progress made in the different Indian and Colonial sections.

As was to be expected, the Dominion of Canada is thoroughly well represented in the Imperial Institute Collections, and there is no doubt that this will be the case to a much greater degree before long, as consignments from the exhibits at Chicago of several of the provinces are shortly expected. A considerable collection of the products of the different provinces was transferred from the 1886 Exhibition, and these have been supplemented by several consignments, the Provinces of Quebec, Ontario and British Columbia being at the present time those most adequately represented. Prominent among the Quebec exhibits is a fine collection of furs obtained from the Hudson's Bay Company through the kindness of one of the Governors, Sir Donald Smith, who has been, from the first, a generous supporter of the Institute. This collection is really representative of the wealth in furs of all parts of the Dominion. The mineral resources of Quebec are well represented, the most prominent among them being *apatite* or natural phos-

phate of lime, a valuable material for artificial manure, and *asbestos*. The Ontario collection is chiefly prominent in the exhibits of the mineral wealth of this Province, nearly all the economic metals being represented by ores which occur there in abundance, and among which the nickel ore of the famous Sudbury mine is of prominent interest. The petroleum wells of Ontario are represented by a good collection of specimens of the various products obtained at Petrolea. The mineral wealth of British Columbia is, at present, scarcely adequately represented. On the other hand, the Province exhibits an excellent collection of agricultural produce, prepared fruit, and tinned salmon, one of its most important articles of commerce. It also displays magnificent specimens of the Douglas Fir and other native woods, and in this direction the Quebec, Ontario and New Brunswick sections are also all well represented, while all three have excellent displays illustrating their agricultural wealth. At present, the Nova Scotia exhibits are chiefly confined to some illustrations of the great fish industry of the Province, and to some large masses of iron ores transferred from the 1886 Exhibition. The great agricultural resources of Manitoba are worthily represented by a very comprehensive collection of cereals, etc., and attention is directed to the attractions which this Province offers to the sportsman by an interesting collection of stuffed birds, and of heads of wapiti, cariboo and other large game. The contributions from the North-west Provinces are at present limited chiefly to some illustrations of the agricultural wealth of this vast district. The attractiveness of the Canadian Courts is increased by a number of fine photographs of scenery, pictorial illustrations of agricultural operations, and maps of the districts through which the great Canadian railways pass, and a very interesting and instructive tabular statement of statistics for several years past, illustrative of the great progress of Canadian trade, is shown at the end of the Court.

UNDER the caption "Abolish the Bonding Fraud," the New York *Sun* has a lengthy article endeavoring to show that the present system is an injustice to United States railways, and complaining that at least \$20,000,000 worth of traffic created by and legitimately belonging to them, is annually diverted to Canadian lines<sup>71</sup> The construction of the Canadian Pacific, says the *Sun*, was a deliberate planned scheme to deflect American traffic to Canadian ports. Not a single promoter of the Canadian Pacific Railway was simple enough to expect that it could even earn operating expenses if confined to Canadian traffic. The charter of the Canadian Pacific and the subsequent railway legislation of Canada were deliberately intended to secure for it a monopoly of Canadian traffic for many years, and at the same time leave it free to prey upon American business. The general Railway Act of Canada was expressly amended to permit the Canadian Pacific Railway Company to make discriminating charges against shippers, whenever this might be necessary in order to divert American traffic to its lines. This policy of the Government of Canada not only justifies, but requires that the Government of