

while Bryan, on his part, has refused a counsel fee of \$25,000 a year, to enable him to keep at the head of the bi-metal movement. But he still insists on the impossible ratio of 16 to 1, which does not promise victory in the future any more than in the past.

While famine riots have occurred in India, the situation in Ireland, owing to the ruin of the crops by extensive autumn rains, is declared to present a prospect more appalling than anything which has been seen in that country within a generation. Possibly there is some exaggeration in this, since tenants even of large holdings who give notice that they are unable to pay rent, have an interest in putting the condition of the country in the worst possible light. But matters seem to be serious enough to make it necessary to take active measures to prevent the ravages of famine being felt during the coming winter.

In the Province of Quebec, there is a question of commuting the railway bonuses due and to become due, to one-half the amount that would be due when all the money is earned. There was a previous commutation of the land bonus to a money payment of 70 cents per acre. One-half this amount was earned and paid. The remaining 85 cents, not wholly due, there is a question of reducing to 17½ cents, in consideration of ready cash. The aggregate reduction suggested is stated at \$1,500,000. The question for the Government is whether there is any guarantee that, if the advance were made, the consideration for it would be obtained in work done.

A SETTLEMENT OF THE VENEZUELA TROUBLE.

Lord Salisbury has at last been able to announce that a means has been found of adjusting the boundary between Venezuela and British Guiana. There have from the first been suggestions for arbitrating the difference, but the difficulty was to define the limits of the reference. Great Britain, far from rejecting the principle of arbitration, was in favor of that mode of settlement, so far as it was consistent with the conservation of the rights of the colonists. The settled districts Great Britain was not willing to submit to arbitration. This caused a halt in the negotiations with the United States, whose good offices were exerted on behalf of Venezuela. After some time the mediator hit upon the expedient that the British colonists should be treated just as individuals in like position would be; that time, after the usual period of occupation, should work prescriptively in favor of the colony. Where the lapse of time cannot be shown to be sufficient, the title may be impeached; but even then, their equitable claims are to be considered. A prescription of fifty years, when the occupation has been uninterrupted, is to determine the right in favor of British Guiana. The facts which prove the occupation will have to be presented to arbitrators, by whom will be made the decision which will determine the line of boundary between the colonists and Venezuela. If at any point the occupation of the colony was less than fifty years, the colonists being innocent settlers, would have a claim to equitable treatment. In what way their case might be dealt with, it is, of course, impossible to foresee. On the one hand, compensation if they left their holdings, purchase if they remained, would seem to present two possible alternatives. The right of prescription cannot, of course, exclude other grounds of title in other parts of the disputed territory; all the territory which it can be shown Great Britain obtained as the successor of the Dutch will, of course, depend on that title, without respect to subsequent colonization in detail.

INDUSTRIAL TRAINING IN QUEBEC.

A few weeks ago we had the satisfaction of noting the evidences of progress in Quebec, resulting from efforts made by the Provincial Government to stimulate modern dairying, improved roads, and mixed farming. We have now to notice an equally interesting development shown in the industrial classes, under control of the Council of Arts and Manufactures. No fewer than five hundred pupils gathered a week ago in the Monument National, under the presidency of Mr. L. J. Boivin. The programme of the year, as we gather from the list submitted by Mr. S. C. Stevenson, the secretary, includes free-hand, mechanical, and architectural drawing, pattern-making, lithography, modelling and wood-carving, stair-building and plumbing. The vice-president of the council, Mr. J. C. Wilson, announced publicly his gift of \$5,000 towards the erection of a technical school in Montreal. That gentleman expressed the hope that others would come forward and render such assistance as would enable Montreal to possess a practical or trade school where evening classes would be held, and instruction given during the day as well. This is a worthy work. The number of pupils assembled, and the enthusiasm shown, promises well for the result of it.

THE DEVELOPMENT OF THE WEST.

Referring to the taunt implied in the recent statement made by the *New York Evening Post* that, so far as providing it with supplies by rail and carrying its ores to be smelted, the Kootenay mining district is virtually in possession of the Americans, the *Winnipeg Free Press* calls loudly for the construction and maintenance of an ore refinery in British Columbia, by Government if necessary, and for the building of the Crow's Nest Pass railway. We have known for years, says that journal, that the Dominion is rich in minerals, yet when we count it all up what have we done to develop them? "For final treatment all Canadian ores have to be sent out of the country, paying tribute, and a heavy one, to the United States customs." Canadian capital could easily be provided for the erection of a refinery, but the difficulty is not so much in the first cost as in the operation." . . . The Federal Government may, in the opinion of the *Free Press*, reasonably be asked to give whatever encouragement is necessary to the greater enterprise of a refinery for the treatment of Canadian ores. "Let the country show its faith by its works, and thus spare itself the taunt of abandoning its resources to foreigners."

The matter is one which may well receive the earnest attention of Parliament, as we believe it has already done that of the Cabinet. The necessity of the Crow's Nest Pass Railway is admitted by every visitor to the southern mining districts of Columbia, and whatever comes within the function of Government, and does not exceed the resources of the Dominion, should be done to forward the interests of that rich region.

An influential Toronto gentleman, who has just returned from a visit to the Slocan and Kootenay districts of British Columbia, tells us that blacksmith's coal sells in Rossland at \$27 per ton, while in Washington State it is to be had for half the money. Coke costs \$14 a ton at the Trail smelter, and on the American side of the international boundary it can be had for less than \$8. "Cheap fuel and cheap provisions," said he, "will be the salvation of that country, and if Canadians are to provide these, more direct railway connection is requisite. A refinery for those Rossland ores is badly needed; none but rich ores can afford to pay the freight on carloads sent to American refineries."