miners and residents of the Kootenay country must remember that the undertaking is a huge one. While it is quite natural for them to make a demand for such an outlet, it is not less the duty of those who would construct or finance for it to look carefully ahead for the traffic that is to justify the expenditure of $10,000,000 or $12,000,000. Mr. McLagan, of the Vancouver *World*, who has lately been in Ottawa and Montreal, said the other day to an interviewer that he was "in a position to state that steps were being taken by the Ottawa Government and the C.P.R. in connection with the Crow's Nest Pass road, that the extent of the line from Littleton to Nelson would be about 300 miles, and that the sum to be advanced by the Government towards it would be $6,000,000 by way of a loan for a term of say thirty years." Another project resolved upon by the present Government, according to the same gentleman, is the Victoria, Vancouver and Eastern Railway, to run due west from the Columbia River to the two cities named, shortening the distance now travelled to Dunmore by close upon a day's run.

The president of the Canadian Pacific Railway outlined last week to a representative of the *News-Advertiser* of Vancouver the policy of his road with respect to Southern and Eastern British Columbia. It is the building of a line of railway "from its main line east of the mountains, by way of the Crow's Nest Pass and Kootenay Lake to the Pacific coast, or to a connection with its main line near Hope; and the tying together of this line and the main line by a series of north and south lines—one following the Columbia River up from Golden, another from Revelstoke to Nelson or some point in that vicinity, and another by way of Vernon to the Okanagan valley." In pursuance of this plan, he says, the C.P.R. has already spent about $2,000,000. It has bought the Galt road between Lethbridge and Dunmore, and made it of standard gauge, partly built the Columbia and Kootenay Railway, which will be a link in the system, and done much grading between Fort McLeod and the Crow's Nest Pass.

A MATTER OF TAXATION.

Being asked to give the reasons for his resolve to remove a wholesale manufacturing establishment from Halifax to Montreal, the proprietor instanced the advantage of the larger market to be commanded from Montreal, the greater ease of obtaining skilled labor, and the lessened expense of business in proportion to turnover. Finally, and with emphasis, he mentioned the matter of taxation, against which, as levied in Halifax, he had wrought and protested for years. He says:

"It is unnecessary to say that $500 or $1,000 would cause a man to leave a community, but I am satisfied now, as I have been in the past, that Halifax can never become a distributing centre for manufactures as long as the present system of taxation exists and other cities offer advantages away ahead of Halifax."

"What is the exact situation regarding taxation as applied to Montreal against this city?" asked the reporter.

"It is an easy matter to get at," answered Mr. Stewart. "The taxation in Montreal is seven and a half per cent. of the rental, in addition to a real estate tax of one and a quarter per cent. on the value of the property, instead of, as here, a tax on the real estate at the current rate, and taxation on personal property in addition—a disadvantage the larger city does not labor under."

This statement of the system of taxation in Montreal requires some modification. There is no personalty tax in Montreal in the sense that is understood and applied in Halifax. The real business tax, in the larger city, is 7½ per cent. on the assessed yearly rental of the premises a merchant occupies. (Saloons, etc., have special higher rates.) It matters not whether he owns or rents the premises. The assessors value the property, and calculate the rental as 6 per cent. on such value, and the wholesale merchant or manufacturer pays 7½ per cent. on such amount. Suppose the value assessed is $10,000, this would be equal to $600 rent (per annum); business tax on which would be $45. The other 1¼ per cent. idea arises thus: There is a tax of one per cent. for the city, and ¼ per cent. for the schools, levied on all real estate in Montreal city (barring exemptions, which are enormous), and this is generally charged by the proprietor to the tenant, being previously agreed to in the lease. Premises are let either "plus city assessments," or "free of assessments." It is purely a matter of agreement between landlord and tenant, so that to a merchant who rents his premises, this becomes a matter of so much more or less rent. If he owns the place, he has to pay the 1¼ per cent. direct to the city instead of to a landlord.

As to the method of Halifax, if it be the same as it was a dozen years ago, the taxation levied there is properly described as most unjust and inequitable. The assessors used to pay an annual visit to a merchant's premises and took stock, as well as their limited knowledge and experience would permit, of the actual value of goods then on hand, and on this amount his tax was levied. They might happen to visit a store just when stock was very full, in which case a large tax was imposed, while a neighbor might at the same time have let his stock run very low, and would not pay one-quarter as much in taxes, although a week later *his* stock might be double the other's, from arrival of fresh goods, and so he would be mulcted. If the same mode of assessment has been continued in Halifax, it is a wonder how her merchants stand it. But, as we have seen, at least one of them won't stand it. The water tax in both cities is, we understand, pretty nearly alike, probably a shade less in Halifax. As to the school tax in the Nova Scotian city, it should be placed against the ¼ per cent. school rate of Montreal in comparing the tax rates of the two cities.

MONTREAL EXPORTS.

The recent rise in wheat and the present active condition of the market and demand for seaward freight space, has attracted attention afresh to the unusually large quantity of that cereal handled at Montreal this year. Last year's receipts of wheat at that port were small, not exceeding 3,685,000 bushels. This year they were more than double that quantity, the total from 1st January to 20th October being 8,027,854 bushels. Of this quantity the canals carried 7,200,556 bushels, while the railways transported the comparatively small proportion of 827,298 bushels.

As to shipments of wheat eastward, they have been, during the same period, 6,406,000 bushels, which would leave to be disposed of locally 1,621,000 bushels. A large proportion of this difference has been used by the Ogilvie Mills and has been turned into flour for home consumption. The proportion of Manitoba wheat bound across the Atlantic from Montreal is small; it mainly finds its way to the sea in the shape of flour.

Exports of Canadian cheese have been on a remarkable scale this year. The quantity shipped from Montreal between the opening of navigation and Oct. 24th was 1,442,000 boxes, which is 120,000 boxes more than in the same period last year. At the present rate of shipment the export season of 1896 bids fair to rival, if not exceed, the famous year 1894, when no less than 1,726,000 boxes of cheese were despatched from Montreal to Europe. Cheese exports from New York this season are some millions of pounds, 5,000,000, one authority says, short of last year. The shipments of butter from Montreal, too, are more extensive this fall than last. The like may be said of apples.