vast domain, and what discoveries will be made none can foresee. In earlier days were seen gold excitements at several points; but quartz ledges were not looked for and ignored. But now both placer and lode mines will be eagerly hunted for. Quite a number of men have, in the past, ventured into parts of these fastnesses, to return with favorable reports that were then not listened to, but will now be willingly received. The two railroad companies, with large land concessions, are preparing to offer large inducements and rewards to prospectors who will enter their territory, and may find placer ground or mineral-bearing veins. Hence, the activity in the north will be great, and the discoveries may be of great value." We have not space, at this time, to refer to the coal industry of the Province. That must wait for another issue.

MONTREAL HARBOR.

It was not too much for the chairman to say, in introducing Mr. Thomas Harling to his audience at the Board of Trade meeting in Toronto on Friday last, that the advantage of up-to-date terminal facilities at Montreal is a matter of vital interest to Ontario shippers. The strides that are being constantly made in increasing the size of ocean carriers render it necessary to provide wharves, storehouses, elevators, etc., of a size or on a scale proportioned to that increase. Any Atlantic port on this continent which desires to maintain its place or to win a higher place in the struggle for cheapest transfer of grain and other merchandise from car or canal boat to ship, must therefore offer the most modern facilities for the transfer. The plea for improvement of the harbor of Montreal made by Mr. Harling is one that ought to commend itself to Western Ontario business men. It is true that to those who are not familiar with other and greater ports, and who have long been proud of our chief city and her commerce, the news that Montreal was behind the age came with something of a shock. But it is quite evident that Mr. Harling knows what he is talking about.

The plans of 1889 for the improvement of Montreal harbor, although then thought adequate, are utterly unfit for the traffic of to-day. The increased tonnage of 1896 as compared with 1888 will alone show this. Not only did the tonnage of steamers increase from 742,006 to 1,210,000 tons, but the size of the average steamer grew from 1,400 tons to 1,800. To-day, the increase in size of steamers is greater still. A 5,000-ton steamer is no longer considered a big boat; 6,000 and 7,000-ton steamers are now common in Montreal harbor, and there is serious need for adequate means of handling with promptness the enormous cargoes they bring or take. Mr. Harling, himself an English shipper of great experience, declares that if the proper facilities existed, Montreal could double her export of grain. The statement is a striking one; it means the handling of 54,000,000 bushels where last year she only handled 27,000,-000.. And yet, the share of the whole obtained by the St. Lawrence route would even then be only one-fourth of the 200,000,000 bushels exported from this continent. It was quite in order for the Toronto Board of Trade to endorse the resolution passed by the Montreal Board of Trade emphasizing the importance of improving Montreal harbor.

WHO WILL PAY THE DUTY?

There is considerable difference of opinion as to the probable effect of the Dingley Act upon Canadian fleece wool. The bill became law after the clip of 1897 had been marketed, and until the growth of 1898 is in the market the problem must remain unsolved. There are good reasons to believe that the tariff juggling of Congress may not result in as great a disaster to Canadian wool interests as has been predicted. Owing to the unprecedented activity of American woolen mills during the eight months since the passage of the Dingley tariff act, it is estimated that between 300,000,000 and 400,000,000 lbs. of free wool brought in under the Wilson Act, and of domestic, have been manufactured into textiles, reducing the supply in the United States to that extent. The United States has always offered a better market for Canadian wool than Canadian woolen goods.

It is estimated that the falling off in imports of textiles since the passage of the Dingley Act represents 85,000,000 lbs. of wool, and that the increase in both population and purchasing power of the American people since 1892, will require at least an additional 40,000,000 lbs. per annum more than was adequate at that time. In spite of these facts the wool clip of the United States has steadily diminished and last year was 13,000,000 lbs. less than in 1896 and the smallest yield since 1879. The natural consequence of an increase in the duty on wool is a larger production of the staple. But the long coarse wool suitable to the manufacture of worsteds, with which descriptions the bulk of the Canadian wools come into competition, are by-products. They are grown on sheep whose economic end is mutton and not wool. As a consequence, an increase in the home production of these wools does not necessarily follow from the increase of the wool duties. The consumptive requirements of the American mills having increased, and the supply of that description of wool in which we are interested remaining unchanged, it would appear that the advantage rests with the producers rather than the consumers, and upon the latter must rest the burden of the tax upon imports.

GENERAL CONDITION OF MEXICAN TRADE.

BY A CANADIAN, RESIDENT IN MEXICO.

TRADE OF MEXICO WITH THE LEADING COUNTRIES FOR THE YEAR ENDING JUNE 30, 1873.

Country.	Imports.	Exports.
Great Britain	$ 7,021,096	$ 6,239,773
United States	5,117,530	5,783,265
France	3,322,145	2,302,208
Germany	2,683,101	401,321
Spain	961,525	391,445
All other countries	1,060,615	842,560
	$20,166,012	$15,960,573
Of the exports precious metals were		$12,686,857
	$20,166,012	$ 3,273,716

FOR THE YEAR ENDING JUNE 30, 1896 AND 1897.

Country.	1896. Imports.	1896. Exports.	1897. Imports.	1897. Exports.
United States	$ 42,293,230	$20,145,763	$ 46,261,186	$22,593,860
Great Britain	8,233,574	7,905,016	7,140,263	6,881,701
France	1,040,401	6,099,183	936,761	4,989,082
Germany	1,484,396	4,363,229	2,208,372	4,003,263
Spain	406,581	2,174,298	596,164	1,983,794
Belgium	500,196	420,015	567,162	479,850
India	......	142,629	......	210,845
Italy	22,221	150,369	5,382	184,186
Holland	61,977	134,284	27,953	132,728
Switzerland	......	158,210	460	163,298
All others	930,258	660,942	819,255	581,488
	$54,970,834	$42,253,938	$58,562,958	$42,204,095

Of the exports from Mexico to the United States, merchandise amounted to about $16,000,000 for the year ending June 30, 1896, and $18,000,000 for the year ending June 30, 1897, the balance being gold and silver coin and bullion.