

quired the Alberta road between Duunmore and Lethbridge. This piece of road is 109 miles long and in an important feeder to the country at the foot of the Rockies. The old company are said to retain possession of the portion of the road between their coal mines and Great Falls, in the state of Montana. If this report is correct and there is little doubt but that it is, the deal will result in great benefit to the country contiguous to this road. At present it is only a narrow gauge line, but the C. P. R. will no doubt make it standard gauge and increase the equipment, eventually making it a part of their new line through the Rockies.

ENGLISH exchanges say that it has been decided not to send any person from the congested districts of Scotland to Canada this spring under the scheme which is being administered under the Colonization Board. The reasons given for this decision are that it has been found impossible to get land selected and prepared in time and that not a sufficient number of applications had been received from families desiring to participate in the scheme. Lord Lothian, when Secretary for Scotland, circulated posters in the crofting parishes inviting applications from families to join the emigrants going out under this Board, especially in the districts from whence the settlers of 1883-89 came and this has been the sequel.

ACCORDING to the annual report of the Canadian Postmaster General as presented to Parliament on the 3rd inst. the number of post-offices in Canada on July 1st was 8,288, of which 612 were in Manitoba and the Territories. The number of letters mailed during the year ending that date was 103,000,000. Over a million letters were sent to the dead letter office. The gross postal revenue for the year was \$3,452,000 and the expenditure \$4,250,000. The increase in the mileage of railway service during the year was large amounting to nearly 10 per cent. of which increase over 50 per cent was in Western Canada. It is proposed to issue in a short time letter cards similar to those now in use in Britain and European countries, and also a large size post card.

THE last day of January was marked in Western Canada by a very bad storm which raged over nearly the whole of the country between the Great Lakes and the mountains. It set in in Manitoba early on Tuesday morning coming from the Northwest and before noon developed into a real old fashioned blizzard. Traffic of all kinds was made extremely difficult, the railways especially being completely demoralized. Following on the heels of the storm came a cold wave which sent the thermometer down into the forties below zero. This made it extremely difficult for men to work at putting up the telegraph wires and cleaning tracks and roads, prolonging the suspension of traffic. Thursday, however, seen everything in ship shape and the weather growing milder.

THE proposition which has been so much discussed of late, to grant the C. P. R. a subsidy of \$750,000 or more, to enable it to establish a

fast Atlantic steamship service, is being severely criticised by some of the leading papers of Canada. All agree that it is a most desirable thing that Canada should secure if possible such a steamship service, but there are strong objections urged to the method proposed for securing it. The existing shipping interests of Canada, which are of considerable importance, would be seriously injured to begin with, and the business as it is carried on at present virtually destroyed. The Government would be placing itself in the position of a competitor or rival of such steamship companies as the Allan and Beaver, and would destroy the most profitable traffic of these. Far better leave things as they are. The best policy would be for the Government to consider the whole question and decide what is the best thing to be done, in the interests of all parties, and the amount of aid it would be wise to give to such an enterprise, without considering any particular company or interest, and then give all parties an opportunity to secure the franchise.

A Quarantine System for Canada.

The National Sanitary Conference, representing the Federal and Provincial Governments of Canada, at its meeting last week in Ottawa, adopted the following report:—

That the following maritime quarantine stations, viz: Grosse Isle, Halifax, St. John's and William's Head, should be equipped with deep water wharves, steam cylinders, bichloride tanks, sulphur blasts, a suitable water supply, hospital accommodation, buildings for the detention of various classes of passengers, and with such other requirements as pertain to a first-class station, that, in the opinion of the committee, it is necessary to make, whereby quarantine inspection by properly trained medical officers be established at Rouses' Point, St. Albans, McAdam's Junction, and at such other ports of entry from the United States as may be decided upon as necessary according to the circumstances, and that such ports of entry be equipped with disinfecting plant, houses of detention, and such other appliances as may be necessary for efficiently protecting the country against the invasion of cholera. Further, that at Winnipeg, the entrepot of immigrants, east and west, a fully equipped quarantine be established and maintained. That in the opinion of the committee it is urgent, in the public interest, that the supervision of the various quarantines be under the charge of an experienced quarantine officer, appointed by the Federal Government, who shall direct such quarantine measures as the emergency shall demand, for the protection of the country, and he shall from time to time inspect such stations, with a view to maintaining them in a state of efficiency. That in the case of vessels coming from foreign ports, they shall report for medical inspection before receiving customs entry. Should infectious diseases have occurred on the voyage, or in case of infectious disease being found on board, the medical officer appointed by the Government shall order such vessel to report for inspection and disinfection at the nearest quarantine station. That, in the opinion of the committee, it is necessary for the safety of Canada that the baggage of every immigrant coming into Canada during periods of foreign epidemic to be disinfected by the methods already recommended by the committee, and that such disinfection be performed at the regularly appointed quarantine or branch stations. Vessels coming from infected European ports, no cases of infectious diseases having occurred on board during the voyage, shall be thoroughly disinfected at the regular quarantine stations. Vessels having had cholera on board during the voyage, shall be disinfected and detained at

quarantine during five days at least. That, in the opinion of the committee, it is necessary during the epidemic period that immigrants should be followed to their destination. That this can be done by the Government insisting that every shipping company shall provide each emigrant while on the ship board with a health ticket of a form satisfactory to the quarantine and provincial health officers, which shall be a passport of health to the point of destination and to officers wherever inspection takes place. All municipal health officers should be notified of any immigrants arriving within their districts by letter or telegram from the quarantine to a provincial or state health officer.

The following do not apply to immigrants, who are provided for elsewhere: (a) When a train arrives at the station and the passengers do not come from a place where disease is epidemic they will be allowed to proceed; (b) when passengers are not sick but are coming from an infected place, the disinfection will be made of their soiled clothing, and they will be allowed to proceed on condition that they report to the clerk of the municipality to which they are bound. The quarantine officer will notify said clerk, and also the interested provincial board of health. When there are passengers sick, or apparently sick, they will be landed at an infected disease hospital. Passengers occupying the same car will be detained forty-eight hours, and the effects they brought on the same car will be disinfected. They will then be released on condition that they report to the clerk of the municipality to which they are bound. The quarantine officer will notify said clerk and also the interested Provincial Board of Health. (d) Passengers in transit, when they are only suspects, will be allowed to proceed to their destination, the quarantine officer notifying the state to which they are bound. (e) The cars in which there shall have been sick persons shall be disinfected. (f) Cars running from an infected district into Canada, will have to be provided with latrines containing disinfectants. Should the United States' Government adopt a twenty days' quarantine against cholera ports in 1893, the Federal Government of Canada will enforce the same rule against immigrants who may wish to travel from European ports through Canada to the United States. When cholera is epidemic abroad, the importation of rags from infected countries shall be totally prohibited. Cars containing merchandise which is susceptible of infection, baggage, wearing apparel, rags, hides, leather, feathers, horse hair, animal remains in general, unbaled manufactured wool, etc., and coming from an infected district shall be disinfected.

It was moved by Dr. Bryce and seconded by Dr. O'Donnell, and resolved that in the opinion of this conference, it is desirable that the Federal and provincial authorities co-operate in the work of collecting, compiling and publishing vital statistics for the Dominion. (2) That the cost of the compilation and the amount of the registration be jointly borne by the respective governments and that the schedule for and forms for collection of returns be uniform.

The annual meeting of the Ogilvie Milling Company was held in the company's office at Winnipeg on Thursday, Jan. 26th. Very satisfactory results were shown for last year's business, and the old board of management was re-elected.

It is said that the North American Mill Company, of Stratford, Ontario, manufacturers of mill and elevator machinery, contemplate establishing a branch factory in Manitoba probably at Winnipeg. Messrs. Stuart & Harper are now the agents of the company in this country. The buildings erected by the company, if they come, will cost about \$100,000 and will accommodate about 70 workmen.