

ing the relative proportion of the foreign and the colonial trade of Great Britain. The figures are for the present year, January 1, to March 31:—

Jan. 1 to March 31.	1903.	1902.	1901.
Imports from	\$	\$	\$
British possessions.....	119,460,000	118,235,000	124,290,000
Foreign countries.....	548,535,000	545,250,000	535,710,000
	<u>\$667,995,000</u>	<u>\$663,485,000</u>	<u>\$660,000,000</u>
Exports to			
British possessions.....	143,850,000	131,580,000	129,180,000
Foreign countries.....	220,080,000	207,415,000	224,880,000
	<u>\$263,930,000</u>	<u>\$338,995,000</u>	<u>\$354,060,000</u>

The total foreign trade of the old country for 1st quarter of 1903 was \$1,031,925,000, of which \$263,310,000 was with the colonies and dependencies, and \$768,615,000 with foreign countries, the one being 25.5 per cent. of the total, and the other 74.5 per cent.

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How seriously a port may be injured by defective facilities for the transport of freight, or for handling it, is strikingly shown by the foreign trade of New York having been less by \$43,000,000 last year than in 1901. The "Post" states that, "Grain export from this point, New York, has fallen away almost to nothing. Import trade goes with the export trade, because foreign vessels naturally prefer to deliver at ports where they can secure a return cargo."

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On the 20th inst. the Transvaal Parliament was opened at Pretoria by Sir Arthur Lawley, the Lieutenant-Governor. For the first time since a form of Government was established in the Transvaal, the people now have a representative Assembly, elected by freemen to enact laws and administer public affairs.

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The employees of the Street Railway Co., in this city, have decided not to strike. Their decision is a wise one. After the reasonable settlement effected so recently, with which the men were highly gratified, the terms of which have been strictly observed by the Street Railway Company, it would have been a gross outrage for another strike to have been engaged in; the men would have been universally condemned by the public.

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The very contemplation of a second strike by the men under the circumstances, shows on what slight, indeed what fanciful pretexts, a body of several thousand men are prepared to paralyze the internal passenger transportation of a great city, inflicting intolerable inconvenience upon thousands of the industrial classes, and heavy losses upon the city's traders. There would seem to be a notion developing in the minds of the Street Railway motormen and conductors that they own the enterprise, but, if they did, they would be less reckless in pursuing a policy that damages its interests.

The discussion of a strike is a disturbance to monetary and other interests. The time will come when the tyranny of a majority of unintelligent men over those more intelligent will no longer be tolerated. This is a free country, but there is a system of slavery established in it if coercion is exercised, to prevent any man selling his labour to whom he prefers, and at whatever price he chooses to accept.

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Parliament has passed a grant of \$243,000 for improvements below St. Mary's Current, which means an expenditure on the wharf at Maisonneuve.

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The Grand Trunk Pacific Bill is having a stormy passage in going through the Committee stage. The Maritime Province members demand that the terminal of the line shall be one of their ports, and that provision be made for Canadian freight being shipped to sea-board all the way, via a Canadian route. This is causing considerable disputation, the Grand Trunk Pacific promoters evidently object to any such restriction. The present line of the Grand Trunk practically terminates at Portland, where the Company has large property interests and valuable trade connections. If the new enterprise is to be subsidized by Canadian money, it is reasonable that such money shall not be spent in enlarging the facilities for transporting ocean freight via an American port. The vested interests of a railway in a foreign harbour ought not to be weighed against the vested interests of Canada in its people and their future.

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By the conflagration at Ottawa and St. Hyacinthe the insurance companies will probably lose close upon one million dollars within eight days. How long will be required for the business to recoup them this enormous loss? We commend the problem to the study of those who regard fire insurance as a perpetual bonanza, or endless shower of gold.

RAND GOLD PRODUCTION.—The official figures of the production of gold at the Rand in April give the output at 227,871 ounces, compared with 217,465 ounces in March and 119,599 ounces in April, 1902.

The following is a comparative table of the production of gold at the Rand, in ounces:

Month.	1903.	1902.	1901.	1902.
January.....	199,279	70,341	.....	90,797
February.....	196,513	81,405	.....	75,170
March.....	217,465	104,128	.....	85,834
April.....	227,871	119,589	.....	.....
May.....	.....	138,603	7,479	.....
June.....	.....	142,780	19,779	.....
July.....	.....	149,179	25,959	.....
August.....	.....	162,750	28,474	.....
September.....	.....	170,802	31,936	.....
October.....	.....	181,439	33,393	.....
November.....	.....	187,375	39,076	.....
December.....	.....	196,023	52,897	.....
Totals.....	613,259	1,704,414	238,993	161,004