

BEEF AND INSURANCE.—The butchers of Edinburgh are said to be the first to apply the principle of insurance to the loss resulting from a carcass exposed for sale being condemned for tuberculosis. A premium of five pence is charged to cover the loss of a bullock or heifer, and ten pence the loss of a cow, under the circumstances above named.

CUBA AND CAPITALISTS.—Information has reached the Administration that the local governments of cities and large towns in Cuba and Porto Rico are constantly being besieged by capitalists and promoters with a view to securing valuable railroad and other franchises and concessions at figures below their value. The matter was discussed at a Cabinet meeting and instructions sent to the military governors to exercise extreme care in approving such grants.—N. Y. *Commercial Bulletin*.

BRITISH COLUMBIAN MINES.—British possessions are now supplying a very large proportion of the rapidly increasing gold production of the world, and there is every prospect that this British preponderance will become more pronounced in the near future. We referred a fortnight ago to the improved outlook for British Columbia, basing our remarks upon the expected early issue of the important Le Roi Mining Company. Since then the Bank of British Columbia has opened a branch at Rossland, and the Bank of British North America one at Ashcroft. Hitherto the investor has looked somewhat askance at mining projects hailing from British Columbia, and we are not surprised, for the development has been faulty, and the mines have not been systematically worked. Shareholders have often received a big return for a few months and then dividends have suddenly ceased. We are told that in future the practice will be—at any rate with those companies in which home investors have an interest—to keep the development of a mine well ahead of the output. The faith in the future of the Le Roi Mine is so great that no steps were taken to underwrite the capital. Shareholders of the London and Globe Finance Corporation and of the British America Corporation will have a preferential allotment in the proportion of 1 to 15 held.

Should, as is expected, the capital of the Le Roi mine be readily subscribed, we may expect other concerns in the same district to be brought forward, such as the East Le Roi, the West Le Roi, and the Columbia-Kootenay mine, all three of which are owned by the British America Corporation. The properties of the Le Roi companies are all large enough to warrant the flotation of subsidiary companies. We trust, however, that there will be no haste to float them until the value of the properties can be shown by actual results. Still, in the case of the Le Roi proper, these results are not likely to be long delayed, for developments are so far advanced that results may be expected in a few months. We may state that the East Le Roi, the West Le Roi and the Columbia-Kootenay were all registered in June of this year with a capital in each case of £500,000.—*The Outlook*.

CANADIAN PROBLEMS AND A HINT FOR LORD SALISBURY.—At the notable dinner of the Canada Club in London, on Wednesday, Sir Charles Rivers Wilson pleaded with the Canadian Government for a

prompt and statesmanlike consideration of the great population question. It is pleasing to hear such a plea from the lips of the President of the one Canadian railway company which lies under the imputation in many Canadian minds of having in the past thought more of, and worked more for, the welfare of the Western States than the Canadian West; and it is to be hoped that the member of the Canadian Ministry who was on Sir Rivers Wilson's right hand will see that Sir Wilfrid Laurier and his colleagues—Mr. Sifton chief among them—are made aware of the strong feeling in Anglo-Canadian circles here that the time has come for an energetic handling of this problem. Three and a half million square miles of territory—much of it the fairest and most fertile in the whole of North America, and only five millions of people upon it! That, as Sir Charles Rivers Wilson said, is a startling fact. But Mr. Dobell was evidently thinking more of his beloved Quebec and its passionate longing for such a bridge over the St. Lawrence as the Grand Trunk might help to build at the Ancient Capital if it only would; thinking too—curious circumstance this—of a railway and steamship service between England and Canada by way of Rupert House and Hudson's Bay. "A little off our line," ejaculated the sceptical Sir Rivers; and as for Rupert House, "What is the population?" For the rest, Mr. Dobell made a most interesting suggestion which Lord Salisbury might do worse than entertain. Some one had spoken of Mr. Dobell himself as a travelling emissary of good will between Canada and the Motherland. The title justly pleased Mr. Dobell. Let us also, he said, have a travelling emissary of Anglo-Colonial goodwill in the Imperial Cabinet—an Imperial Minister without portfolio, who shall keep the Home Government and public opinion at home in constant personal touch with each of the leading groups of Britons beyond the seas. An admirable notion, and if Lord Salisbury cannot or will not give it effect, Lord Rosebery might and should when next he comes into office. He has shown that he knows how to make a good precedent.



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