

only 67 sailing vessels, mostly of wood, of 23,119 tons. In 1883 some 83 barques of about 50,000 tons entered port; last year there were only eleven, while of brigs, brigantines and square-rigged ships there were last year only eight. Important harbor improvements are at present under way, including a new pier wharf at Hochelaga, expected to be ready in 1895, while under the enlargement scheme contemplated by the commissioners the present system of low-lying wharves is to be done away with to make way for accommodations on a much higher level. With so much accomplished at the eastern ocean port of Canada it is high time that much more were done here for the western entrance to the Dominion.

In the *Monetary Times*, we notice a communication from Vancouver signed "Transcontinental," entitled "the Spirit of the New Commerce." In it reference is made to the following comment of a west bound traveller: "Odd it is to see so much development on the shores of the Atlantic and comparatively so little on the Pacific." "But," says the writer of the letter, "it is this want of development that is proving of the greatest importance to the Dominion." Very true, we admit; but that does not justify the neglect of the Government to give us the facilities so lavishly bestowed by it on the trade centres of the east, although we in British Columbia proportionately contribute to the treasury far more than any other section of Canada. Both Victoria and Vancouver occupy commanding commercial positions, and ought not to be hindered by persistent official neglect.

TENANT FARMER DELEGATES.

The reports of the Tenant Farmer Delegates from England and Wales, Scotland and Ireland, who visited Canada in 1893, to satisfy themselves as to the agricultural resources of the country have been published in pamphlet form and comprise a series of six manuals which will doubtless prove of interest and value to those among whom they are circulated and be the means of inducing some at least to leave the congested districts of the Mother land and endeavor to seek for themselves homes in the Canadian half of the American continent. Being prepared by farmers for the use of farmers they are calculated to reach the most eligible class of people, and are not likely to prove attractive to, even should they reach, the off-courings of the great cities. They tell not only about resources but of the work to be done to develop them—a topic that is not the most delightful to the men whom we have no desire to see brought out here. In all these books, however, British Columbia is disposed of in very short order, this being particularly the case with Vancouver Island. In the entire series of six pamphlets there are only three illustrations of British Columbia subjects. These are of a C. P. R. train coming into the Terminal city; a large tree in Stanley Park, and the Canadian Pacific Railway hotel in Vancouver. As to Vancouver Island the only location which appears on the map is Victoria, Nanaimo being ignored as well as nu-

merous other settlements of equal importance with many whose names appear as situate on the line of the C. P. R. It is a wonder, indeed, that in drawing the map Victoria was not altogether forgotten, and, as it is, she would appear to be a place of only secondary importance.

EDITORIAL COMMENT.

THE result of sugar beetroot-growing experiments in England, Scotland and Ireland in 1893 have been officially reported upon, and, it is stated, show the most promising possibilities for raising a commercial crop of beetroot.

A REDUCTION in the value of cotton goods comes from Montreal. Mr. R. L. Gault saying that there had been a second diminution amounting to as much as 5 to 10 per cent. The new tariff of 22½ per cent is no protection at all, and under it the Canadian manufacturers have been obliged to cut prices to meet the cuts of the Americans, who have come in offering goods at remarkably low prices.

IN regard to the bonding privileges between Canada and the United States, Attorney-General Olney has just given an opinion that goods taken from a bonded warehouse at any time within the three years for which they are bonded, exported to a foreign country and afterwards reimported into the United States, are enabled to be re-warehoused under bond for another period of three years.

DURING the year ending with April, the Bank of Montreal, despite the surrounding disturbing elements made nett earnings of \$1,312,280—some \$12,520 less than the preceding year—still about 11 per cent on its capital, leaving after a dividend of ten per cent is paid \$113,000 to carry to profit and loss account. The Dominion Bank, however, did proportionately still better, earning over 14½ per cent, and leaving \$50,000 after the payment of a ten per cent dividend to be added to the reserve fund, which is now equal in amount to the paid up capital; that of the Bank of Montreal being fifty per cent.

WE observe by the bank statement for April that the circulation of the chartered banks of the Dominion is at a lower figure than it has been for many years. This is understood to be largely owing to the phenomenal depression in the price of grain. Deposits continue to increase and now amount to \$181,000,000, four millions and a half greater than those for the same period of 1893. It is worth mentioning that the total deposits of the Dominion with the banks, loan companies and in the Government savings banks now amount to \$255,703,000, or nearly fifty millions greater than they were five years ago.

THE *Monetary Times*, commenting on the fact that Dr. Oronhyatekha and his family now receive their share of the annuity paid under the Indian Act, observes: "This added to the princely salary drawn by the big secret society chief ought to keep off the wolf." Now, here, to our mind, arises a question of no small importance, and that is is not Oronhyatekha

an enfranchised Indian? If he is, he is no longer a ward of the nation, and should no longer be entitled to a share of the Indian annuities, which ought to be distributed among those whose position demands that the State should look after them and their interests. If the Dr. has not attained full citizenship, we hardly see how his positions as a ward of the nation and a big secret society chief are at all compatible.

IN view of the continually increasing disposition of the community to secure an interest in the unquestioned benefits arising from life insurance the following remarks from that standard authority, the *Chronicle*, are specially worthy of perusal: "To be of service, insurance must be genuine—insurance that insures—something more than a mere promise to pay if the money can be collected? The insurance policy should be worth its face value whether death occurs within one year or forty years. There must be assets to meet liability and honesty to pay honest claims without quibble or deduction. Any kind of so called 'insurance' which falls short of being the real article, like the apple of Sodom, will turn to ashes when most needed."

IT is worthy of remark that arrangements have been made by which the contractor of the Port Orchard, Washington, dry dock, will obtain all the granite required for that work from the Nelson Island, B. C. quarry. A number of samples of stone were submitted on their merits, without any specification as to whence they came. When, however, it was learned that the stone came from British Columbia, the engineer in charge refused to allow it to be used; but the Washington authorities insisted on the utilization of the granite which was best suited to the work. There is, we may remark, a probability that the same stone will be used for building the sea wall of the new canal which is to connect Lake Washington with salt water at Seattle, for the purpose of making a fresh water harbor of the Lake.

THE effects of the coal strikes are being specially felt not only by the Grand Trunk Railway mechanics at Montreal and other places where the repair and construction shops have been shut down, but by the operating staff of the traffic department, numerous local services having been discontinued, it having been found impossible to secure the necessary fuel. As has already been intimated in these columns, much of the coal consumed by the Grand Trunk has been obtained in the United States, but at present is not to be had; while the C.P.R., on the other hand, have direct access to the mines of Nova Scotia in the east and to those of British Columbia on the west, the coal produced at Anthracite and other mines in the North West being also on their direct line. The situation is a very difficult one, however, for all the railways both of Canada and the United States, for if the U. S. coal troubles are not adjusted in some way or another before long, other complications are certain to arise which will make the situation still more disastrous.