

miners, while resident at the gold fields, then, to such an extent the gold mines will simply have given Canada whatever trade was created by the current expenditures of those engaged in mining. An American who goes to the Klondyke, or Kootenay, acquires there a quantity of gold, then returns laden with it to his home in the States, will render very trifling service to Canada in return for the wealth she has allowed him to acquire and carry away in order to expend or invest it in a foreign country.

As the productive power of our manufacturing industries is now largely in excess of the demand, with a capacity for rapid expansion in case of need, we cannot regard it as even probable that the increased demand for goods created by mining operations will cause an increase in prices. The living expenditures in the mining districts and the distribution of money caused by new public works, with the outlays made by the additional population we shall have by migration to the gold fields, will each and all contribute to the volume of business done by our merchant, and manufacturers. We look hopefully to these as having in them "the promise and the potency" of the elements helpful to the future prosperity of Canada.

#### U. S. HARBOR IMPROVEMENTS.

When our neighbors are competing with us for trade, it is well to keep an eye upon the movements they are making to secure the prize. Congress is about being asked to appropriate about two millions on works for improving the harbour channel at New York. About one million is also to spend in enlarging the shipping accommodation at Portland. Philadelphia and New Orleans have extensive works in progress for improving those ports. Other places have had large sums spent in deepening their harbours and enlarging the wharves. The New York *Journal of Commerce*, which discusses this matter fully in its issue of 22nd Nov., states that Savannah has now 25 feet of water, an increase from 18 feet, and Baltimore is working for 30 feet. The increasing size of ocean vessels with their deeper draughts is causing a general movement to deepen the harbours, and their approaches of the American ports on the Atlantic seaboard. Our contemporary gives a detailed list of the ocean liners with their maximum draft, tonnage and length. The longest vessels are the following:—

	Tonnage. gross.	Length. ft. in.	Maximum draft. ft. in.
Oceanic .....	17,000	704.0	30.0
Kaiser Wilhelm.....	14,700	625.0	28.3
Lucania .....	12,952	601.0	29.2
Campania.....	12,950	601.0	29.0
Teutonic.....	9,500	582.0	26.9
Majestic.....	9,500	582.0	26.10
St. Louis.....	11,629	535.5	28.2
St. Paul.....	11,629	535.5	28.0

"In 1885 there were 8 steamers drawing 27 feet and over that came into New York, and the greatest draft was 27 feet 3 inches. In 1890 there were 21 steamers with a maximum draft between 27 and 28

feet, and 3 steamers with a maximum draft of 28 feet and over, while the greatest draft was 28 feet 4 inches. In 1896 there were 33 steamers with a maximum draft between 27 and 28 feet, 16 steamers with a maximum draft between 28 and 29 feet and 9 steamers with a maximum draft of 29 feet and over, while the greatest draft was 30 feet 6 inches and this year the maximum draft is 32 feet."

From the above data a judgment can be formed as to what Canada will have to do if she intends to have lines of steamers running to this national port equal to those which enter the harbour of New York.

#### PUBLIC DEBT AND PUBLIC WORKS.

By a mechanical accident in adjusting the type for printing, the following table had a somewhat disjointed appearance in our last issue, we, therefore, reprint it in its proper shape:—

TOTAL EXPENDITURES ON PUBLIC WORKS, including sums charged to Revenue since Confed- eration.	
Railways.....	\$121,056,804
Canals.....	48,854,771
Government Buildings, light houses, navigations, etc.....	42,218,427
Prior to Confed. there was spent on Rys. and Canals	212,130,002
On other public works.....	52,944,175
<i>Total Expenditure on Canadian Public Works.....</i>	<i>\$275,765,094</i>

The above table puts the whole case of the Dominion Debt in a nutshell. The Provincial Debts assumed by the Dominion at Confederation amounted to \$77,500,000, and up to that time there had been expended \$63,635,092 on railways, canals and other public works. Since Confederation, the Dominion has assumed Provincial Debts for a further sum of \$31,930,148, making a total of \$109,430,148 paid to Provinces, which forms part of the Dominion Debt of \$259,239,061. So that there remains only \$149,808,913 of the net public Debt, which has been incurred for strictly Dominion purposes since 1868. Since that time, the Dominion has expended \$212,130,002 on railways, canals, buildings, harbours and navigation. That is, while there has been expended on the public works of the Dominion, since 1868, no less than \$212,130,002, the Debt only represents \$149,808,913 of that amount. It would be highly interesting to have a valuation made of the whole of the public works, which have been constructed, and are now owned by the Dominion. Wholly apart from the magnificent, the invaluable services those works have already rendered to the country, we are satisfied that the present value of these works as a Dominion Asset would prove to be more than equal to the Debt incurred by their construction. The splendid position now occupied by Canada is to a very large extent the fruit of her expenditures on transportation facilities.