

the circulation of bank bills during the present month, and along with this, a more general feeling of confidence and activity in business than has been prevalent for a long time past.

A good harvest in Manitoba, with wheat of a generally average good quality (for we are hearing little or nothing of frozen wheat this year), and disposed of at prices that are now current, would undoubtedly lead the thoughts of many people towards emigrating in that direction, and so cause the stream of population to flow that way. This, as all people know, is what is really wanted. During the next few years, if we have *bona fide* settlers taking up land in the country to the extent formerly anticipated, a marvellous lifting up of every industry in the Dominion would take place.

It was once thought that at least 50,000 new settlers would arrive in the country and take up land every year. If each of them took up a quarter section, this would mean 8,000,000 of acres appropriated annually, and so much mere waste prairie be turned into farms and homesteads. Such a wave as this, however, is hardly to be expected, unless under very extraordinary conditions. But the time is probably not far distant when a wave of population will flow over from the north-west of the United States. There have been already a few pioneers of such a movement. All of them are reported to have been satisfied, and they will almost certainly send home good reports, with the result that a large number of settlers of a good class will flow over the border, and add to our north-western population.

One of the most striking features in the banking returns of this September, as compared with that of last year, is the great increase of loans and discounts. The increase has amounted to over ten millions, and it has naturally been accompanied by a falling off in available resources to about the same amount. The whole of this large diminution has been in foreign balances, that is, in the amount the banks have either loaned or deposited with other banks abroad. The banks have drawn in, as a matter of fact, the sum of ten millions from sources outside of Canada, in order to accommodate the mercantile public of Canada in time of need.

It is announced that another dividend of 25 cents in the dollar will shortly be paid to the depositors of the old Banque du Peuple. The revelations connected with this institution since its failure supply a fine object lesson as to the consequences of an enterprising and pushing style of conducting a bank, when enterprise and push are not tempered by prudence. That bank was formerly characterized in an unusual degree by a prudent style of business. It never made much noise in the banking world, but conducted its affairs in a quiet and somewhat old fashioned way. But the old-fashioned way was safe. It is only a few years since a young and ambitious manager was appointed, and a change was soon manifest. Driving and pushing was now the order of the day. The opening of new branches and bidding for deposits resulted in an immense increase of business. Some of the innocent ones among the stockholders (and some would-be wise ones also) began to extol their new manager as a rising genius, and one of the latter set him forth at a certain bank meeting as an example for slower-going managers to follow. They have found out, however, that "all is not gold that glitters." The whole affair came to a stop last year, and the quality of the business is demonstrated by the fact that after eighteen months of liquidation only sufficient has been collected to pay the depositors fifty cents on the dollar. It is, of course, the best of the assets that are collected first: the bank is now getting down to the poorer class, and the

farther they go the more difficult collection will become. To realize the last twenty-five cents it is very probable that the directors may have to be called upon, and even then the result may be doubtful.

FINANCES OF THE DOMINION.

It is of interest just now to observe the state of the Dominion revenues for the last fiscal year, and how they compare with the expenditure. With the exception of those relating to Customs, which department yielded some two and a quarter millions more than in the year preceding, the figures for 1895-6 and 1894-5 are very much alike. It is to be borne in mind that the year 1894-5 had shown a deficit of more than four millions, a result in part of a reduction in the tariff on imports, and in part of a decline in value of imported goods, so that the total revenue fell off two millions and a-half. In order to make up the deficit raw sugar was subjected to duty in 1895-6, and some other duties were altered. The result was that revenues were increased by \$2,600,000, and expenditures reduced by \$1,000,000. We now find that the revised statement of the Consolidated Fund account for the fiscal year last past compares as follows with its predecessor:

	1895-6.	1894-5.
Customs.....	\$19,833,962	\$17,640,463
Excise	7,926,005	7,805,952
Post Office.....	2,964,014	2,792,789
Public works.....	3,594,078	3,592,297
Miscellaneous	2,299,424	2,098,306
Total	\$36,617,483	\$33,929,807
Expenditure	\$36,980,966	\$38,009,341

Thus where in 1894-95 the expenditure went beyond income by \$4,079,000, in the year 1895-6 the income of \$36,617,000 came within \$362,000 of meeting the expenditure. Among the disbursements of the year, on capital account, was almost a million (\$997,608) for arming the militia; \$2,699,000 for public works, and \$834,000 for railway subsidies. The last item of these three is one the wisdom of which may be questioned; but as to the need for the first, considering the somewhat threatening circumstances under which the expenditure was authorized, there are not likely to be two opinions.

RAILWAYS TO KOOTENAY.

No subject more engrosses the attention of residents in the southern mining region of British Columbia than that of railway connection eastward and westward with the outer world. We are constantly reminded of the need for the Crow's Nest Pass railway; while Vancouver and Victoria on their part clamor for a railway to connect them with the Trail Creek gold fields, that they may get the supply trade now done from the south and west by the Americans.

The powers that be are not by any means blind to the importance of such communications. Nor, we may believe, are they deaf to the appeals made for railway development by the localities named. It is, of course, of enormous moment to the proprietors of producing mines that they shall be able to ship their ores readily to a market, instead of keeping them for months or years on the dump. And the question whether a Canadian railway be speedily got to reach them, may make all the difference between a profit and a loss to hundreds of prospectors, and between comfort and discomfort to thousands of miners.

The Government of Canada and the Canadian Pacific Railway people have doubtless conferred more than once upon the Crow's Nest Pass road, for it is a matter which the railway authorities have long had in view. But the