

of purchasing are diminished, and goods made on short hours must be dear.

Whether we agree fully with the theory of Professor Price or not, it is deeply interesting; and his advice to exercise the virtues of industry, thrift, and economy, is deserving of all acceptance, and of loyal and persistent following.

BANK STATEMENT.

The following is the official return of the Banks of Ontario and Quebec for the month ending April 30th, as compared with that of the previous month:

LIABILITIES.	Mar. 31, '79	Apr. 30, '79.
Capital authorised..	\$63,966,666	\$63,966,666
" Paid up.....	59,797,308	58,127,425
Circulation.....	17,221,088	16,122,138
Gov't Deposits.....	7,830,508	7,436,008
Public Deposits on Demand.....	29,887,678	30,102,128
Public Deposits at Notice.....	26,690,594	25,847,543
Due B'ks in Canada	1,542,350	1,666,467
" " Gt. Britain	1,521,118	1,991,458
" Foreign.....	72,167	37,825
Sundries.....	114,048	99,814
	\$84,878,851	83,303,381
ASSETS.		
Specie & Dom. notes	12,981,182	13,354,611
Notes and Cheques of other banks...	3,448,589	3,027,064
Due from other B'ks in Canada.....	3,659,120	3,170,387
Due from other B'ks in Gt. Britain....	567,043	480,618
Due from other B'ks (Foreign).....	5,529,110	5,419,985
Tot. available assets	\$26,184,944	\$25,452,665
Government Stocks	2,006,222	2,155,701
Loans to Gov't	72,616	76,900
" to Corporations	3,112,805	3,061,014
" on Bk. Stocks	1,382,922	1,232,229
" on Bonds, &c..	6,032,297	6,214,875
Discounts current..	106,532,228	101,869,260
Notes overdue (unsecured).....	3,125,644	2,732,345
Notes overdue (secured).....	3,235,287	3,474,273
Real Estate.....	2,048,820	2,097,847
Bank Premises....	3,203,459	3,209,278
Other Assets.....	1,514,688	1,418,527
	\$158,541,932	\$155,994,104

A glance will show that the totals of the figures for the month of April exhibit but little change when compared with the month previous. Indeed, the only noteworthy item is that public deposits on demand have increased, while those subject to notice have decreased in a greater ratio. Circulation, too, continued to decrease that month over one million dollars. In view of the fact that the earning power of the banks is being curtailed, it is undesirable to continue the practice of allowing interest on current accounts.

A circumstance which has created more uneasiness in the neighborhood of Montreal

than ought to have been expected from the previous history of the institution, is the stoppage of the Mechanics' Bank of that city, which has stopped payment and closed its doors; its bills were refused on Wednesday at the Montreal banks. This weak bank, of which the capital was not long since reduced, had a nominal paid-up capital of \$194,794, and \$168,132 circulation in April. Against this circulation, all the specie held was \$1,171, and Dominion notes, \$1,317—an absurdly inadequate supply. The total liabilities were, according to the last return, \$547,238, of which \$112,829 were due to other banks. The sum of \$251,520 was placed under the head of deposits, almost all of it on demand. The assets are given as \$721,155; but \$176,918 of this consists of past-due debts, less than a third of them secured; \$420,909 worth of bills discounted, \$56,004 worth of real estate, and \$37,681 of "other assets" complete the items. The most of its liability due other banks was to the Molsons Bank, to whose refusal any longer to honor its drafts the cashier of the failed bank attributes its sudden stoppage. It will probably be agreed, however, that when a petty bank gets into the position shown from the figures of this one in the April return, and is forced to depend upon the favor of any one institution, it is at least as well out of existence. It is beginning to be realized that there are too many banks of this small and weak class. The return of available assets in proportion to circulation and other obligations, made by other small banks in the Province of Quebec, notably the Banque Ville Marie, La Banque St. Jean, &c., is not only unsatisfactory but dangerous. In addition to the need of restricted and shortened discounts by our larger banks, there is necessity for reducing the number of such as those named, if we are to have, as we greatly need, shorter credits among business men. So long as our banks show their present readiness to discount six months paper, so long will our wholesale merchants sell merchandise on six months.

THE PACIFIC RAILWAY—A COMPARISON.

If the Americans had not led the way in this species of enterprise, there is little reason to believe that Canada would have undertaken to connect the Atlantic and the Pacific by rail. We are all creatures of imitation, and in a spirit of imitation this work was resolved upon. Ever since the purchase of Louisiana in the third year of the century, the Americans had possessed territory on the Pacific. But not till

many years after another acquisition of territory, on that ocean, by the cession of California to the Republic, did the Americans dream of a trans-continental railway. Three years prior to 1862, when the Union Pacific Railway Company was chartered, the overflowing mineral wealth of the new Pacific State had alarmed economists of the Chevalier school into the belief that a progressive decline in the value of gold had commenced. The population, the energy, and the attractions of California already promised considerable traffic between the Pacific coast and the east. While construction was going on, the Federal government was paying, for the transport of the mails, troops, and materials of war, between the Pacific coast and intermediate points, over seven millions of dollars (\$7,309,341) a year; an amount which it was foreseen a railway to the Pacific would greatly reduce, and which it has in fact reduced to about two millions, causing a saving of over five millions of dollars a year. The population and the resources of the United States had reached a point which enabled it to complete the Union Pacific Railway in the short space of five years.

The official promoters of the Canada Pacific Railway, thought this country, with only one-tenth the population of the United States, could perform in ten years a feat similar to that which occupied the Republic only half that time. But the conditions were wholly different. Canada had only a tithe of the American population and far less than a tithe of its wealth. Instead of a great and prosperous state on the Pacific, whose production of gold astonished the world, and whose agricultural products were still more marvellous in extent and value, Canada had only a handful of white people on the Pacific side of the Rocky Mountains, whose numbers to-day are considerably below twenty thousand. We have little mail matter to send thither, and no troops or munitions of war; while to intermediate points we send only a few mounted police and their necessary supplies of arms and ammunition. What amount of through traffic to Japan, China, India, and other countries can be attracted to this route, is rather a matter of conjecture than of certainty.

In one respect, the comparison is in our favor: the American railway passes over immense stretches of arid waste; ours runs, for the most part, over a fertile country; the exceptions being in the sections north of Lake Huron and Superior and some parts of the Rocky Mountains. The waste regions over which the American road passed proved to be extremely rich in minerals, and it is possible that a similar compensa-