

hero's next trip, "May we be there to see," but we are not so sanguine as the Minister of Public Works.

Mr. Tarte struck the right note in referring to the buying up of Canadian railways by American capitalists. His words read:—

"They may buy our railways, but they cannot buy our canals and waterways. If we want to be a free nation we must be careful, and we will be a free nation while the British flag waves over us. We must not sell our birthright for a mess of pottage. Let us not give the Americans all we possess. I favour the Canadian Pacific Railway because it is the only road that crosses this continent on Canadian soil, and I believe in the French river route, because it is a Canadian route pure and simple. If the stock representing the recent increase of capital by the Canadian Pacific of \$20,000,000 had been placed in the open market the Morgan interests might have secured controlling interest in the road. The time might come when the Canadian Government would have to do with the Canadian Pacific Railway what the British Government did with the Suez Canal. The British Cabinet, he added, had secured the Suez shares to safeguard Imperial interests and a similar patriotic policy might some day prompt the Government of Canada. There is no danger now, but one can never tell what the future may bring forth."

Mr Tarte was very frank about Quebec.

"Quebec owed the Government of Canada \$5,500,000, and paid no interest, yet there was no ill-will. The export and import trade of Montreal last year was \$133,000,000, that of Quebec, \$10,000,000, so there was no fear of Montreal losing its supremacy among the ports of the St. Lawrence."

There is no ill-will certainly, but the wonder is very generally expressed, why there should be such difficulty, such delay in securing a loan for the harbour improvement's works of Montreal, a loan on which interest would be certain to be paid, when Quebec is allowed to enjoy \$5,500,000 of government funds without paying any interest?

Mr. F. C. Wade, the Crown Law Agent in the Yukon, in a lecture at Toronto on 8th inst., gave the gold output of that district in the past four years as, \$72,750,000. The gold output on El Dorado and Bonanza claims runs from \$1,000 to \$2,000, each running foot. Gold-bearing creeks are worked for fifty miles. The Klondyke region covers 800 square miles. The lecture should be delivered in this city.

Ontario is in the throes of excitement over the prohibitory legislation proposed by the Provincial Government. A deputation waited on the Premier consisting of bank managers, managers of the largest loan companies and other financiers, who condemned prohibition in strong terms as disturbing to business without any compensatory advantages. The Board of Trade has passed a resolution of the same tenor.

The Street Railway Company is reported as desirous of taking over the work of removing the snow from the roadways along which their tracks run. Their idea is said to be, to introduce machinery for quickly loading large trucks with snow and running them to dumping places by electric power. Certainly the present system is most wasteful of money and labour. Carts are filled a mile away from a dumping place and the half-fed horses have to drag loads of snow up-hill at a slow walk. The city needs to have more dumping places so as to avoid the present tedious, time and money-wasting trips of the carters. To fill a small cart, carry it to the dump, and return for another load often occupies a carter an hour and a half. Well may the streets of this city remain snow blockaded so long under such conditions.

DEATH OF THE MARQUIS OF DUFFERIN AND AVA.

Canada has cause to mourn the death of the Marquis of Dufferin who did her eminent service as Governor General, and, since his term of office expired, has been her friend in the Imperial Councils. With the development of Imperial sentiment and the strengthening of Imperial unity the Marquis will be ever associated in history. Few men have a more illustrious record, as Statesman, as Governor, as Scholar, Lord Dufferin has probably a record unparalleled in Imperial annals. In Canada he was deeply beloved for his kindness, his brilliance, his generosity, his suavity exercised a fascination over all with whom he came in contact.

We regret being unable to give a more extended notice of this illustrious personage who will shine brightly in the history of Canada, and have a distinguished position in the Imperial annals.

NEW PRESIDENT OF NATIONAL LIFE.

Mr. Elias Rogers, Toronto, has been elected president of the National Life Assurance Company in succession to the late Mr. H. S. Howland. Mr. Rogers has much in common with his predecessor in this office.

He has the same quiet, dignified, reserved manner, the same indomitable energy, conservative prudence, foresight, and high sense of honour, which characterized Mr. Howland. Mr. W. D. Long, of Messrs. Long & Bisby, Hamilton, succeeds Mr. Rogers as vice-president, Mr. A. S. Irving becomes second vice-president and Mr. Peleg Howland takes a seat on the Board of Directors to fill the vacancy caused by his father's death. The new president was for many years the leading coal merchant in Toronto; he is general manager and director of the Crow's Nest Coal Company, a director of the Imperial Bank, and associated with other enterprises. The National Life Assurance Company has reason to be gratified at securing a president so able in business and so high in character.