

honour of the memory of Lieut. Osborne, Lieut. Builder and Private Sherritt, who were killed in South Africa. The latter had participated in fifty battles and was killed at Harts River.

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Sir Frederick said: "In regard to Canada's military position you hear in some quarters much about the danger of militarism, a thing we have never had, are not having now, and never will have. I am almost ashamed to mention the small amount per head of the population Canada spends on her soldiers. Last year this amount reached thirty cents. If we had spent fifty cents or one hundred cents per head would there have been much danger? I think not. We are a growing country, with wonderful development in the last few years, and with great growth comes responsibility. Our first duty is to open the country and to build avenues of communication, but we owe it to ourselves as a self-respecting nation to prepare for trouble from without or within. It is simply and only to be prepared to defend ourselves and our great industries, and also to be prepared to enforce the maintenance of law and order within our borders."

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In regard to the condition of the colliery at Sydney, the fire in which has caused so much anxiety, Dr. Gilpin, Government Inspector of Mines, said to-day: "The trouble at Dominion is now practically over." The temperature in the mine having gone down from 106 to 60 this morning, the cover was taken off the shaft yesterday and the air turned in, and it was found that the mine was almost clear of heat and gas. Everything has been in readiness for the pumping out of the mine for some time, and the work will be started immediately. The news of the fire in Dominion being out has caused great rejoicing all through Cape Breton, and it is household talk to-day in many homes, and all feel that the good news means further success to the great coal company.

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The situation in regard to the employees of the Montreal Street Railway Company changed yesterday in a most gratifying manner. The strike was declared off. The men in a body, unanimously decided to break away from the International Union and at once proceeded to organize one of a local character. The company had already offered to denote a very handsome sum towards the benevolent fund of such an organization, on the understanding that it did not attempt to interfere with the management.

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From the first we have been convinced that the men were being misled by misrepresentations which they were unable to judge rightly owing to their inexperience of business affairs and natural disposition to accept as Gospel what their leaders declared.

Men of their class, and some of a much higher, are apt to be swayed by persons who suffer more from a determination of words to the mouth than a flow of thoughts to the brain.

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That a few excitable young men misconducted themselves is to be regretted as they gave the public a wholly unwarranted impression as to the character of the conductors and motormen on the street cars, who, with rare exceptions, are a civil, industrious, and worthy class of citizens.

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The company is doing well financially, and will do wisely, in a managerial sense, by making additional efforts to render their service attractive and a desire to remain in it general amongst the employees.

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Sir Wilfrid Laurier announced on 26th inst., in the House of Commons, in regard to the proposed Grand Trunk Pacific Railway:

"In the first place, the road must be built through Canadian territory exclusively, from the Pacific to the Atlantic. Secondly, the tide water terminals must be in Canada, Quebec in summer and St. John and Halifax in winter. The Government was not committed to the scheme of the Grand Trunk or any other scheme. But if we were to have another transcontinental railway, the salient ideas were that, it must be all Canadian territory and afford the cheapest outlet possible to the Canadian seaboard for the products of the West. There were now three companies in the field, the Trans-Canada, the Canadian Northern, and the Grand Trunk Pacific. But the Government had not made up its mind to any one of these three schemes. The question was now under consideration and would require a good deal of consideration before the Government could come to any conclusion upon it. The field was open to all. But this was settled, namely, that if the Government decided to give assistance it would certainly not be in the nature of a land subsidy."

PERSONAL.

Mr. F. W. P. Rutter, general manager London & Lancashire Fire Insurance Co., Liverpool, England has been in Montreal for past few days; while here he appointed Mr. Thomas F. Dobbin as resident secretary for the province of Quebec.

Mr. Rutter left for New York, last evening, and will sail for Liverpool on 3rd June.

Mr. Dobbin has been in charge of this branch since the 1st January. He has been connected with the insurance business for many years, and is well known to and generally respected by the insurance fraternity.

Personals

Mr. H. M. LAMBERT, manager for Canada, of the National, of Ireland, proposes sailing by the Lake Champlain, on the 3rd June, for the old country, to spend two months' vacation. He will visit the head office in Dublin, and remain some time in Edinburgh, his native city, where he has not been for ten years. We wish Mr. Lambert a very pleasant trip, on a well-earned holiday.