

Prominent Topics.

The Promised Tunnel. The Prince Edward Island Tunnel question, like the poor, is always with us. Whether the tunnel will ever be with us is another question. Governments come and governments go and they all admit that it ought to be built. But as Mr. Fielding has just done, they refrain from making definite promises. We are astonished at their scrupulosity. All that is asked is a promise to keep a promise which has been running for forty-two years without being kept. It has not been renewed with anything like regularity, but it has been, to use a slang expression, "jollied along." Mr. Fielding is too conscientious. Some of his predecessors would not have refused to make a little promise like that. There is a story about Sir John Macdonald apropos of political promises. An old friend and supporter had called upon him and pleaded with *le grand vieux chef* for an appointment that the Premier did not want to bestow upon him. After pleading, for an hour, the applicant, with his hand on the door-knob, said "I think you might promise me that job." "My dear fellow," exclaimed Sir John with alacrity "is that all you want? Why didn't you say so? You have my promise, and I've promised it to twenty other fellows already."

Acting upon Advice of C. F. U. A.

The city of Guelph, Ont., last week put the finishing touches to its improved water works system—now one of the best equipped in the Dominion. Some time ago the inspector of the C. F. U. A. advised the installation of a 12-inch Enberg electric hydraulic valve on the main which feeds the standpipe. A civic test was made on Saturday. According to the Guelph Daily Herald, the valve at the standpipe was closed in three seconds and the water pressure raised from 95 to 125 pounds in 30 seconds. After thorough testing by the underwriters the city is promised prompt further reductions in insurance rates. Guelph sets a good example to other Canadian municipalities in the readiness with which it has listened to recommendations made by the underwriters—and its tangible reward is being enjoyed in lowered insurance premiums.

The City and the Street Railway.

Mr. Justice Fortin has dismissed the application of the City of Montreal for an injunction to restrain the Street Railway Company from operating freight cars. The learned judge points out that the company commenced carrying freight at the request of the city, and constructed freight cars for the purpose; that it carried macadam for the city at a saving of 50 per cent. in freight; that it paid the city a

percentage on the receipts from the business; and that the city instead of proving that it lost by the business, proved that it profited thereby. These alone would seem to be pretty complete reasons for putting the City out of court in this action. But—

"If so early it was done for
What on earth was it begun for?"

An Alberta Railway Project.

The \$7,400,000 Alberta & Great Waterways Railway 5 per cent. gold debenture bonds floated in London a week or so ago were unconditionally guaranteed by the Province of Alberta, indicating the faith the Rutherford government has in the district to be opened up. The country, aside from agricultural wealth, is reported as rich in minerals; oil, salt, asphalt and brick clay are said to be only awaiting transportation facilities. The company has power to construct and operate a railway running from Edmonton to Fort MacMurray, and from one end to the other of Lac La Biche, and the proceeds will be applied to the construction and equipment of the road and terminals. They will be paid out by the Provincial Treasury against engineers' certificates. Apart from the cost of the terminals, which is to be \$400,000, these bonds will be at the rate of \$20,000 per mile on 350 miles of line.

Said The Economist of London recently regarding the project: "The value of the bonds, of course depends entirely on the Government guarantee, and a correspondent whose letter is published to-day criticises the Government for using its guarantee too freely in support of new railways. So long, however, as the credit of the Government is not endangered, this is not a point that need trouble the holders of the bonds, which yield 4½ per cent., while the yield on the direct obligations of the province is just over 4 per cent."

Automobile Murder.

Conditions must be pretty bad when the police have to appeal to the public generally to help to protect the public against wholesale murder. Police Commission Baker, of New York, aroused by the frequency of automobile fatalities and a particularly atrocious crime in this connection, has issued the following appeal: "It is time for a radical change in the law regarding speeding. Murder is being done wantonly every day. It is time for the citizens of New York to hold a mass meeting and protest to the Legislature against this slaughter."

The officers of the law realize the insufficiency of the law for the protection of human life, and men who feel like this are entitled to the credit of doing their best with what law is at their disposal. In Montreal the trouble is not so much want of law, as want of sufficient police to enforce what law there is.