

and irrigation purposes as well as water for navigation comes within the scope of the treaty and it seems to be generally conceded that the international commissioners on both sides have shown every disposition to be fair in the delicate work of dividing the rights. To provide directly for every possible contingency of the future in such a connection is obviously impossible; and the Treaty proposes to provide for them indirectly by the appointment of a permanent international joint commission with large powers, under reasonable restrictions.

The Grand Trunk in Ontario An event of more than local or provincial interest has been the completion and opening of the new Grand Trunk shops at Stratford, Ont., General Manager Hays, in company with several prominent members of his staff, was publicly entertained at a banquet in celebration. Every satisfaction is expressed on all sides at the outcome of the million and a half dollars expended on the works.

Of Canada's twenty-three thousand miles of railway, eight thousand are in Ontario. Thirty-six trains a day start from, pass through, or are destined for Stratford, which is enough to show its importance as a railway centre and a distributing point.

Speaking of the relation between railroads and public Mr. Hays closed his well-timed remarks as follows:

"We are always willing to discuss anything that looks for the material benefit of our patrons, and are pleased to serve you in anything that will pertain to the interest of the railway. I believe in the old admonition 'Come, let us reason together,' and before taking legislation and other forcible means, consider matters carefully and reasonably, and I think the result will be very beneficial."

An Elevated Railway Scheme. One of the clauses of the Montreal Terminal Bill provides that: "The company may lay out, construct and operate an elevated railway from the western limits of the City of Montreal to the eastern limits of the town of Maisonneuve."

"Where the company requires to construct the said railway on the river front, or upon any cross streets of the said city or town, the route of the said elevated railway shall be subject to the approval of the City Council of the said city and the Municipal Council of the said town, respectively, and in case of disagreement between the company and the said councils, or either of them, the route shall be determined by the Board of Railway Commissioners for Canada.

Our impression is that Montreal can get along for many years to come without the disfigurement of an elevated railway, as the term is understood on this continent. Before long we shall probably have to consider the necessity of some means of rapid transit to supplement the surface roads; but what would seem to be particularly indicated for Montreal by climatic and other conditions is an underground railway.

The House of Lords. The Asquith Government was put into rather an awkward position by the indiscretion of one of its supporters, Mr. Arthur Ponsonby, calling for a premature declaration by the House of Com-

mons in favour of restricting the veto power of the Upper House. The Premier himself had to declare the motion one of non-confidence, although it was the logical outcome of numerous ministerial orations. It gave Mr. Balfour a chance to taunt the Government with fearing to submit their convictions to the test of electoral opinion and of pointing out that the rejection of Government measures by the Lords had won the manifest approval of the country. The motion came to an inglorious end on a vote of 225 to 47.

Delayed Price Readjustment. Long delayed, but inevitable, was the United States Steel Corporation's price-lowering of a week ago.

After months of attempted bolstering up, at almost high-level prices, the "powers" of the trade have had to make practical acknowledgement of their failure to maintain artificial conditions.

Apparently, "Canny Andy" Carnegie was not so far out when he lately remarked that had he been in active business during 1908, he would have promptly and considerably reduced prices, stimulated the demand for steel and tempted constructors to undertake new work.

The New York Evening Post draws attention to the fact that it was just in this way that the textile manufacturers of the United States met the situation. They, too, were confronted with merchants loaded up with goods bought at the high prices of the "boom times;" yet, as soon as the real conditions of 1908 were visible, the mills at once reduced wages and production, and cut prices all the way from 25 to 50 per cent. The result is seen in the present condition of the dry goods trade, which, almost alone among United States standard industries, is moving now almost on lines of normal activity.

North American Conservation Conference.

It is very fitting that one of the latest movements of that mighty hunter, Theodore Roosevelt in his presidential capacity should be the convening of an international conference at Washington representing the United States, Canada and Mexico, with a view to protecting the forests and the game of this continent, from influences threatening their quick destruction. Somebody had to take the initiative and there is nobody more fit than Mr. Roosevelt, and we do not know that either Canada or Mexico has any better right than the United States to exercise the virtue of hospitality in this connection. All three countries are face to face with common perils. Fire, flood, drought and wanton waste of game know nothing about international boundaries. In all such matters we can learn from each other and help each other.

Civic Reform. The City Council has voted to defer action for a year as to reducing the membership of the Council: There is a disposition among the aldermen to try a somewhat timid experiment, in the way of an administrative board of control. It cannot be too strongly emphasised that the first essentials of an administrative board are that it shall be independent of the aldermen, permanent in general character and sufficiently well paid to ensure getting the services of the best men.