

happy homes, and where citizenship and respect for the flag which has "braved the battle and the breeze" for a thousand years can be retained.

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Winnipeg has at last got her electric street railway in operation on Main Street, and 'ere long the cars will be making the circuit of the city. Although Toronto has had so many fatal accidents with her electric railway, Winnipeg has been so far, remarkably free from accident by the introduction of the new system. The cars are pleasant to ride in and go at a much better rate of speed than the old way. The horses ought to feel thankful that they are not the motive power, while the driver in the enclosed vestibule will not have to turn his back to the cutting winds of winter.

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THE fuel question is one which as the country grows older will seriously affect this country, and not until we get the Hudson's Bay Railway and the St. Andrews Rapids on the Red River deepened, can we hope for much relief. It is a well-known fact that there is enough timber lying to the north of us to supply our needs for years to come, but with no means of transportation it is about as useless as the iron mines in the same district. With the price of coal in Winnipeg, at \$10.50 per ton, and wood at \$7.00 per cord, it would, we think be of interest to have this important question fully looked into. At present there is no prospect of fuel getting any cheaper, and with our

long winters, the first consideration should be cheap fuel. We would suggest that the Local Government finish and equip the present Hudson's Bay Railway as far as the lake, and thus bring within our reach the wood, which so thickly abounds in that region. In this way the poor people especially would receive great benefit as well as the country at large. This would be an infinitely better boon than the so much talked of Souris coal, and would give better satisfaction to the people. As our government is noted for its progressive policy, we hope to see them take hold of the fuel question and help the people to help themselves from their own bounty.

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We have received from Erastus Wiman, Esq., a pamphlet on "Canada and Great Britain," being a report by him on the Congress of the Chambers of Commerce, of the British Empire, held in London, June, 1892, and of which gathering Mr. Wiman was a delegate, representing the Brantford Board of Trade. From it we glean the information that Mr. Wiman's report is not so much on what they did do, as on what they didn't do. Just what use it can possibly be to the Brantford Board of Trade we fail to see. He says that Free Trade with the Mother Country was stigmatized by the delegates as "Politically dangerous and economically disastrous" and that nothing was said about "Unrestricted Reciprocity with the states," which he believed to be the vital question. We al-