

an infusion of new blood. Mr. McNaught says that the ratepayers have made a grave mistake in not voting the money. We suggest that Mr. McNaught and the whole board of directors resign and allow the infusion of the new blood The World speaks of.

Canada's Great Exposition, otherwise known as the Toronto Industrial Exhibition, will be opened with the usual ceremonies on August 26 next and continued open until September 7. Canadian manufacturers and manufacturers of the United States, Great Britain and other countries will neglect a grand opportunity if they should fail to exhibit. There will be largely increased accommodations for all who desire to let the world know what is being done in the manufacturing industries, and the special attractions, which will all be of an entertaining and instructive character, will be more entertaining and instructive than ever before. Mr. Hill, the manager, says so, and he is without doubt the most experienced man in that business on this continent. Manufacturers intending to exhibit should not delay in making application for space, as entries close on August 3.

The Canadian Engineer has favored us with an exceedingly useful chart in which is shown in some detail the various applications of the Metric System. Information regarding the system cannot become too widespread, seeing that it or its equivalent is now in general use in most commercial countries, the worst laggards being Great Britain, Canada and the United States. The importance of the universal adoption of the system has frequently been discussed in these pages and the tables published in full the same as they now stand in the Statutes of Canada.

A rumor to the effect that visitors to the Pan-American Exposition are called upon to pay an admittance fee to each of the exhibit buildings after paying to pass through the gates appears to have gained some circulation in certain quarters. It is entirely unfounded. The fact is that the visitor after paying the gate fee has the privilege of going through all of the dozens of exhibit buildings absolutely free of expense. The prices of admission are: For adults, 50c.; for persons under fourteen years of age, 25c. The Exposition proper does not include the Midway, which is a collection of amusement enterprises conducted by private companies. To these attractions small admittance fees, ranging from 10c. to 25c. are charged.

The ratepayers yesterday defeated the by-law granting money for new exhibition buildings. After all the efforts that were made to secure a favorable vote, only 505 ratepayers voted that the money be granted. What does it mean? The necessity for the buildings is undoubted. The value of the Fair to the city is not disputed by anybody. We believe yesterday's vote means that the people of the city are not willing to vote money to the Fair until it passes under management that is more truly representative of the public. In a word, we believe yesterday's vote expresses want of confidence in the Exhibition Association as at present constituted, and if the directors recognize themselves as answerable to the ratepayers from whom they asked this money, they should consider the question of reconstruction. If a reconstruction were made many of them would again be requisitioned to serve. After such a reconstruction we feel confident that the ratepayers would cheerfully vote the money that was

refused yesterday. If the directors do not consider themselves answerable to the ratepayers, then we can but admire the discrimination of the ratepayers in defeating the by-law.—Toronto Evening Star, June 1.

The Canadian publishers have been slightly more successful in their efforts to "club" the Canadian paper manufacturers than the publishers have been in their attacks on the American industry. Whether the judicial officer will discover anything or not, it is of course impossible to say at present. The chances are, however, that he will not find that the Canadian manufacturers are in a combination in restraint of trade. The facts are against it. Probably the most that will come out of the thing will be some annoyance to the manufacturers, and perhaps the publication of some facts about the industry which, as a general proposition, paper manufacturers would prefer to keep to themselves, but the publicity of which will do no damage to anyone, and may do some good in enlightening people at large regarding the industry, and convincing them that paper manufacturers are not such heinously wicked people as some newspapers have tried to make folks believe. The real merits of the case can hardly be determined at this distance, but as no one hears of any outcry on the part of the Canadian press because of the enhanced value of any other thing that is manufactured, the suspicion is raised that the Canadian press is not unbiased by personal interest. The manufacture of paper is not a public enterprise; nor is it to the lasting good of any country that any industry should be compelled to supply its product at such a low figure as to wipe out the profit of the manufacturer. If every laborer is worthy of his hire, every business man who conducts his business in orderly fashion is entitled to a profit, and the manufacturer of paper is no exception to the rule.—The Paper Mill.

The manufacturers of farm wagons met in Toronto last month, and it is reported decided upon an important line of action. They made an agreement to combine on prices to dealers and agents, to stop advertising of every kind, to dictate credits, and passed regulations making a fairly strong and firm combination. To his credit one manufacturer refused to submit to dictation and stepped out. It might be well for the farm wagon manufacturers, the dealers in farm wagons and the general public to reflect upon the action just taken. The result of this combination will work an important change in the trade, and may go so far as to revolutionize it. It will at once make the close cash buyer pay for the slow buyers' time, and will produce other features objectionable to the general public which in the United States have become a grave burden, and which are already being felt on this side of the line. But the wagon makers themselves might well consider where their action will end before adopting all the clauses of the agreement. Upon the statute books of the Dominion there are regulations which touch with no light hand upon combinations of this kind. These regulations were placed there for the purpose of preventing the kind of agreement which has just been made. When applied to the case in point, this particular clause in the tariff laws means that as soon as notice is brought to the Government of the agreement of the wagon makers, that the Government is bound to remove the duty on wagons. Is that what the wagon makers desire? Do they wish to enter into competition with the large companies in the United States? They know full well that the removal of the duty would mean perhaps death to them, and certainly great disaster. They cannot compete with the firms across the line and they do not wish to try.—Canadian Implement Trade.