

## REGULATION OF AUTOMOBILISTS.

Wild talk about the automobile, either for or against will do but little good. The motor vehicle, no doubt, as its votaries claim, has come amongst us to stay; also, no doubt, in the end it will prove a blessing to the farmers and rural dwellers, who are its present most pronounced enemies. Something, however, will have to be done to prevent unwise motorists, the people who, as Hon. Dr. Willoughby expressed it the other day in the Ontario Legislature, have more money than brains, from carrying everything according to their own sweet wills. And this will have to be done, not only for the protection of the residents in the country who have been forced in many cases practically to abandon their own highways, but for the protection of the industry itself, which will surely suffer from the increasingly violent onslaughts of people who are being driven to adopt any measures to rid themselves of a growing nuisance. It is all very well for motorists to argue, as some have done, that statistics show fewer accidents to the general public through automobiles than through horses or bicycles. The thousand-fold proportion of the two latter to motor cars makes a statistical comparison simply absurd, and such a claim is merely adding insult to injury. At the same time, some of the recently proposed legislation against automobiling, or, at least, the placing on it of such onerous restrictions as the use only of certain roads to be designated by the various municipalities seems equally beside the mark.

The proposal which would appear to possess the most palpable value is perhaps that made by Mr. Preston in reply to the motion of Mr. Sutherland in support of the second reading of his restrictive bill in the Ontario Legislature. Mr. Preston suggested that chauffeurs, or all those who drive motor vehicles, should be licensed. Such a course is calculated to develop a sense of responsibility in a class of men who very often seem woefully deficient in that quality, and at any rate it would be the means of keeping some sort of a rein on them.

It is a shame that the people who have the most right to their own roads are becoming afraid to use them and that those who do use them should so often abuse their privilege with so evident a relish for the tendency to destructiveness possessed by their machines. It is also too bad that an important and growing manufacturing industry should be hampered perhaps almost to its destruction, by the whims of a large number of its so-called friends. But what

is really needed perhaps is not so much more laws but a more rigid enforcement of those already on the statute book, with some additions rendered necessary, as we have said, for the obtaining of a firmer grip on the man who does the mischief, the irresponsible chauffeur.

\*\*\*

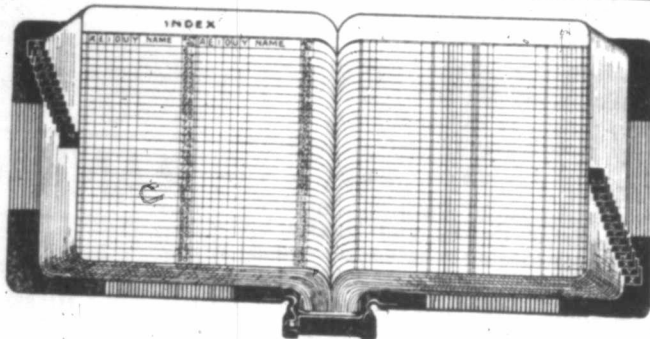
## THE 'PELEE ISLANDERS.

It seems a pity that something cannot or at any rate is not done to bring the inhabitants of Pelee Island, that isolated little settlement off the coast of Essex county in Ontario, into closer connection with the mainland and with their natural markets. The island's soil is good and its productions in the way of fruits and vegetables very fine, while the settlers themselves, we believe, are an industrious deserving lot of people. Yet their loud and repeated cry for assistance in the shape of better communications seems to meet with no response, and their efforts to obtain some sort of a promise from the Dominion Government for speedy action are all in vain. The settlers number considerably under a thousand, so that there is scarcely sufficient inducement offering for the running of a steamboat on strictly commercial lines. From the United States there is considerable tourist traffic to and from the island in the summer, and it would seem that some arrangement might be made with the boats engaged in this service to make round trips to include Leamington, the nearest port on the Canadian side. But this is a matter that so far has not appealed successfully to the powers that be at Ottawa, though in some other cases further east of a more or less analogous character, it is claimed, aid has been forthcoming in the shape of a mail subsidy or otherwise. Meantime, the Pelee Islanders, if report is to be altogether relied on, which is probably not the case, have been talking all sorts of wild things about annexation to the Republic. It is to be hoped that some much better arrangement than that for the amelioration of their somewhat hard lot may be forthcoming.

\*\*\*

—Some talk is heard in Montreal as to the possibility of the grain and shipping interests approaching the Government with a view to the abrogation of the coasting laws, owing to alleged high rates charged by Canadian vessel owners.

Some days ago the announcement was made by the Taylor-Forbes Company Limited, of Guelph, that they had purchased the hardware manufacturing business of H. R. Ives & Co., of Montreal. We now learn of another Montreal move of this enterprising Ontario company, namely, the appointment this week of the well-known Craig Street firm, H. McLaren & Co., to be their agents for Montreal and vicinity, with office and warehouse at 122 Craig Street, opposite Chemneville Street. Here will be found Sovereign radiators, which is the name given to the boilers and heaters of this company, lawn mowers, piano hardware, fine castings, general hardware, and heating supplies of various kinds, all of which are produced at their extensive works in Guelph. These works have been greatly enlarged of late; and no one who knows John M. Taylor and George D. Forbes, of this concern, will doubt that these wide-awake gentlemen will have furnished them with the most up-to-date appliances for turning out their goods promptly and satisfactorily.



## THE CRAIN CONTINUOUS SYSTEMS

will save one-half your office labor. The Crain Continuous Ledger is the standard end-screw Binder. It was the first of this kind manufactured in Canada, and is still made on exactly the same principles. It has stood the test of years.

**THE Rolla L. Crain Co**  
LIMITED.  
OTTAWA, CANADA.

## BRANCHES AND AGENCIES:

TORONTO OFFICE—18 Toronto St. WINNIPEG OFFICE—Sylvester-Willson Bldg.  
MONTREAL OFFICE—74 Alliance Bldg., 107 St. James St. ST. JOHN, N.B.—Schofield Bros.  
VANCOUVER, B.C.—White & Bindon.

Robert  
William  
DUNCAN  
Toronto  
Allan  
Barrie  
Berlin  
Brant  
Brook  
Cardin  
Cobour  
Coldwa  
Ba

Collec

Im

That  
upon  
decla  
that  
and a

T  
April  
T  
holde  
day, t

Tor

Isapar  
Quebec St  
" U  
" St  
L'Epiphani  
Montreal  
" S  
Ottawa, On

AGENTS  
British Nor  
N.Y. Boer

TH  
1883

President  
R. Y. E  
Coffee  
BRANCH  
ton, Odes  
St. Branch  
Aylmer E

Canada, I  
Limited, I

THE  
Cap

GEORGE  
H. N. B  
John Ma  
George B

Fifty  
Correspo  
This bank  
CORRES