

representatives made up the majority; commission men and track buyers complain that it tends to put them practically out of business, though the elevators can profitably handle farmers' car lots at $\frac{1}{2}$ c. per bushel commission, or even for nothing, because of the handling charges earned through their elevators at point of shipment, and any resulting dockage; furthermore, by diverting the grain to their own terminal elevators at Fort William they earn storage there. On the one hand it is claimed that revoking the 1 cent rate will benefit the farmer; by the opposing camp it is stated that the elimination of commission dealers would mean the absence of all competition at country points, and that the farmer would suffer accordingly.

The president of the Grain Exchange states that "the suspension is merely to test the effect on the trade of the absence of the commission rule, and that should it be found to work badly or to be injurious to the business of the exchange, it can be revoked, and the rule reinstated at any time during the year."

Activity in Prince Rupert.

The possibilities for money-making—and losing—by speculating in Prince Rupert property, are attracting the new comers from all the world over. Among others there is an agent representing an Austrian firm and a syndicate of Germans who have bought property and intend holding it for a long price. After the auction sale of lots the Grand Trunk sales agents opened offices in Prince Rupert and offered the balance of the lots at private sale. Buying and selling in some sections is so brisk that in one day recently one lot was sold and re-sold three times, each successive purchaser doubling his money. But there is no such thing as an *endless* chain of luck.

Prince Rupert is already much more than a town-site. The canning industry in the neighbourhood is already an important matter.

Grand Trunk Pacific Progress.

Sir Charles Rivers-Wilson, chairman of the Grand Trunk Pacific board, with Mr. C. M. Hayes, president of the road, and Mr. E. J. Chamberlain, general manager, left Vancouver this week for Prince Rupert.

Interviewed at Vancouver, Mr. Chamberlain said:—"President Hayes is a great believer in joint terminals, as they generally work well for the railways as well as prove to the advantage of the general public, hence his willingness to co-operate here with the Hill roads. If we effect such an arrangement much money will be saved by the railways concerned, and the travelling public, owing to the centralizing system, will also be benefited. I can add little to what Mr. Hayes has already announced respecting our intention to build a line from the Yellow Head to Vancouver with all possible despatch.

"Construction work on the main line is making very satisfactory progress. I expect that the rails will be laid west over the Yellow Head pass, and fifty miles beyond to Tete Jeanne Cache by a year from this fall. A few months hence should see the completion of the first 100 miles of the coast section of our line, and the establishment of rail communication some time in January, as far as a point nearly opposite the mouth of Copper River."

FIRE FIGHTERS OF OLD LONDON.

Unrivalled Efficiency of Metropolitan Fire Brigade—Due Largely to Absence of Municipal Partisanship—Salvage Corps Maintained by Insurance Offices.

The London policeman has become the stock-in-trade illustration of writers and lecturers upon matters relating to "law and order." The Metropolitan fireman is not so constantly in evidence when the tourist visits the great city—and is less frequently talked and written about. But his efficiency is as notable as that of his brother whose quietly lifted hand stays a whole street's traffic.

Within the past month Captain Hamilton, of the London Fire Brigade, has handed over his command to Lieutenant Sladen. Under the former's direction the Brigade has won new honours. The valedictory order issued by the retiring chief was of a brevity characteristic of the man of action. It is thus given by The Insurance Record, of London:

"In taking leave of the officers and men of the London Fire Brigade, I desire to express to all ranks my thanks for the hearty co-operation and assistance I have received during the period I have held the position of chief officer. In relinquishing the control of the admirable body of men it has been my privilege and pride to command for the past six years, I do so in the full confidence that the support so cheerfully given me will be as readily accorded my successor."

Growth and Betterment.

As remarked in a recent issue of the London Daily Telegraph, the Fire Brigade has attained its popularity by deserving it, and, unlike some other branches of municipal work in London (and most branches of municipal work in some other cities) it has never been influenced by the actions and reactions of local partisanship. Over steam-boats and tramways and electric lighting schemes in London fierce political battles have been fought, but when any question of the Fire Brigade equipment has been under discussion all parties have been absolutely unanimous that it must be the very best obtainable, both in *personnel* and equipment. Small wonder is it that when some years back a member of the London County Council—who has since received political preferment and the right to wear a cocked hat—referred to the men as "gilded popinjays," he raised a storm of indignation which would have crushed a more sensitive nature. The recent inspection of the brigade by their Majesties was an event in which all London took evident pride.

The present Brigade really dates from the early days of the defunct Metropolitan Board of Works. When the Board of Works passed away and the London County Council came into being, just 20 years ago, it was soon recognized that, excellent as the Brigade was in *personnel*, it was totally inadequate for the proper protection of the Metropolis, and from that day to this the extension has been continuous.

Every year at least one new fire station has been built—in some years three or four—until now the position has been achieved that it is doubtful if there is an inhabited house within the administrative County of London which could not be reached from at least one of the stations within five minutes of the call being received.