

The resolution was moved, Mr. Wheway said, in consequence of the notice by the Quebec Legislature of their intention to impose a tax of £60 annually on all commercial travellers visiting that Province, the Walsall Chamber thought the time had now arrived when the Associated Chambers should protest against a tax being placed upon British travellers going to the colonies. The Manufacturers' Association of Canada had lately visited England, and had been received with great amity, and he therefore felt that the present time was opportune for the British Government to take the necessary steps and protest to the Federal Government of Canada against the proposed law being carried out. A great deal was heard of colonial preferential treatment at the present time, and a substantial step in that direction would be taken if the proposed tax was not made applicable to British commercial travellers; although they were quite agreed that their colonial friends were perfectly right to tax travellers from foreign countries if they liked.

Mr. M. Zossenheim (Leeds), in seconding the resolution, said that the infliction of such petty taxes was derogatory to the unity of the Empire.

Mr. W. H. Mitchell (Bradford), objected to the words "strong protest," and suggested the Chambers should ask the Canadian Government to endeavor to obtain a remission of the tax in the case of British subjects. He therefore moved as an amendment the substitution of the following words after "desirability" in the fifth line of the motion, namely, "of endeavoring to obtain a remission, or, if that be not possible, a reduction of the tax in the case of British subjects, and of similar taxes in all British colonies."

Mr. F. W. Cook (Dudley), having strongly supported the amendment, it was put and carried, and was subsequently carried as a substantive motion.

ROAD ACCIDENTS.

Canadians and Americans are apt to laugh sometimes at what they consider the wrong-headed, contrary methods of Old Country people in many respects. For example, they jeer at the habit which prevails in England and some other European countries of keeping to the left in driving horse and other vehicles. But why should not a horseman keep to the left rather than the right? Being usually a right-handed man, he sits to the right of his animal, and is thus placed, if he passes on the right of vehicles moving in a contrary direction, at a grave disadvantage in ascertaining how close to or how far from the wheels of his own they are approaching. If, on the contrary, each carriage passes on the left of the road, the driver can watch another approaching and judge accurately just what space he has at his command. So, after all, there is little to praise in our own rule of the road—which does not, however, prevail in the Maritime Provinces—excepting in so far as it is the custom; and this indeed is a virtue which it shares with the opposite rule in England.

These few discursive remarks are rendered the more opportune by the number of accidents constantly happening, more particularly to members of the fair sex, from the unnatural requirement of having to alight from a street car on the right-hand side of the road, thus having to hold on by the left hand. A visitor to Montreal recently, observing this anomaly, made the suggestion that many accidents would be avoided if the rule of the road for tram cars—and we suppose for other vehicles—was to keep to the left. This gentleman wrote to the city surveyor as follows:—

"As a railway man and an Englishman who has travelled much, will you allow me to say that it is not the fault of the passengers at all, but the fault consists in the cars running the wrong side of the streets. Reverse the system, and you will have no accidents from people alighting from the cars or boarding them. Run the cars as in the Old Country, to the left, and everything goes easy. It is more difficult for people to alight on the right foot than on the left. The latter is by far the best method; try it for yourself. Make the plan universal throughout the city—the right hand for pedestrians and the left hand for vehicles, and you will be free from accidents."

The idea is certainly worth considering. Many people, especially, as we have remarked, ladies, in alighting from a car, involuntarily take hold of the side railing with their right hand, the result, of course, being that they get off with their faces in the opposite direction to that in which the car is travelling, with consequences that are immediate and startling in the event of the car suddenly moving forward.

"BARNARDO CHILDREN."

Much controversy has been aroused in Canada over the bringing into Canada of children from the poorer parts of London or its precincts. Some have argued and believed that such importation was dangerous because the children or youths so brought in were in many cases incorrigibly bad, and therefore a danger to the commonwealth. Experience has proved, however, that only a very slight percentage of the thousands brought in by such agencies as those of Dr. Barnardo and Mr. Fegan have turned out badly, whereas the overwhelming majority have grown up to be not only self supporting, but have become good citizens and property owners. The death last month of Dr. Barnardo, who was a real philanthropist, a person of practical sense, and a valuable man, makes some reference to his work appropriate. He had been the means during the twenty or thirty years he had supervised in England the Barnardo homes—maintained by private subscription—of rescuing from poverty, disease and crime, some 32,000 children. Most of these were sent to Canada, where they obtained employment on farms, in homes, or in fruit orchards, or were put to handicrafts. And the value of his work is not doubted by any who have an intimate knowledge of its outcome. As to the principle of his work, here is what he himself wrote, not many weeks before his death:—"As to our scientific method, there is not much to be said except this: that we have demonstrated the superiority of environment to heredity. I suppose there has never been such an example in the world as our institution affords of the great fact that heredity is not so invincible a foe to human life as has been thought. We have proved that if a child who is the son or daughter

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