

was a very unfair one to the Canadian engine, for it was not specially made to represent the best work of the makers, as was the English one. Still it stood the test admirably, and by most of the observers is thought to have carried off the palm. Certainly the firm that made the engine which outranked the Merryweather in some points, could have produced one to eclipse the English engine, had they been given the opportunity.

It is all very well for Toronto to vote for Protection at election times, but we should like to see more practical appreciation of the advantage of having home industries. It is notorious the world over that Canadian mechanics turn out the finest agricultural machines that are made. It is absurd to doubt their capacity to rival any others in making a fire engine.

It is said the recent display of the Merryweather was only for circus purposes, to amuse the crowd, and certainly some of its show qualities as displayed in this city were more surprising than useful. A fire engine needs no "frills"; its maximum of efficiency is required to be a certain standard; the Canadian engine was fully up to that standard, and all beyond that merely adds to the cost without any compensating advantages. We fully agree with the Toronto Telegram in its comments on this matter.

"A test of fire engines was made in Toronto between the Canadian made Ronald machine and the Merryweather of England which cost \$2000 more. The Canadian machine did the best. Self distrust is an enemy to Canadian progress more formidable than the obstacles which can be removed by legitimate enactment. The point has been illustrated in the controversy which reached its climax in the trial of the rival fire engines. Even Canadians, who wished well to Canada had to struggle with a belief in the superiority of the English engine and an equally strong belief in the inferiority of the Canadian engine. So many of the newspapers in Toronto have contributed to the belief or prejudice which handicapped the Canadian engine. It is all right to insist on having the best, but it is all wrong to assume that the product of an English industry is necessarily superior to the work of Canadians. But in spite of the silence or sneers of newspapers, the opinions of alleged experts, and the votes of ill-advised aldermen, Canadians—at least those Canadians who live in Toronto—are learning to believe in themselves. Canada first was the faith of thousands who rejoiced to see the Canadian fire engine demonstrating its superiority to a heavier and far more expensive English engine."

BRITISH OBSTINACY ABOUT CATTLE.

Our hopes that the new Government in Great Britain would take a more rational course in regard to admitting our cattle are not likely to be realized at present. It is significant that immediately the Salisbury Cabinet was organized, a report appeared that a case of pleuro had occurred in a Canadian animal slaughtered at Deptford. Enquiries failed to confirm this, but it can be easily understood how such a report would spread through England and probably cause pressure to be brought to bear on the Government to maintain the embargo on our cattle.

In such matters a suspicion is almost as effective as a fact, so there can be no surprise at the determination of the new Minister of Agriculture to keep up the regulation of which we have just reason to complain. What we may most reasonably regard as unjust is the refusal to allow our cattle to be landed in Scotland, although the farmers there are quite willing to receive them as they have no fears of their being infected.

A cattle importer of Glasgow, Scotland, is now in Canada, who, after prolonged enquiry, has expressed a decided conviction that pleuro does not exist here. He recommends a Government enquiry, as the continuance of the embargo will tend to confirm the suspicion that pleuro exists in Canada, and this may lead to a movement against our dairy products. Canada is certainly entitled to have this matter settled. She stands at present in a position analogous to that of a person charged with some offence, but who is refused a trial, by which he could prove his innocence. The Government should demand a trial, pleuro exists here or it does not; let the question be enquired into and settled definitely, as action against us based only upon suspicion is a gross injustice to this country.

Although it may, on the whole, be no great harm to our farmers to have to fatten their own stock, indeed it is certain to be to the great advantage of most of them, still it is better to have both plans open, either to export cattle as stockers, to be fattened in the old land, or to be shipped here in a condition ready for killing when landed. We believe the business of cattle raising could be very largely extended in this province with benefit to the farmers, as they would find more profit in turn-

ing their grass into meat than in selling hay. By the former plan they would secure a supply of manure, the need of which is very apparent on our farms, but its value not fully realized.

THE VICE-PRESIDENT OF THE BOARD OF TRADE ON THE G. T. R.

When Sir Charles Rivers Wilson visited the Board of Trade, on the 24th inst, he met with a most cordial reception, and heard an address of welcome from Mr. Torrance, the Vice-President, of more than passing interest. If the new President had any doubts as to the high appreciation in which the Grand Trunk is held in Canada, and the esteem felt for its able General Manager, they were dissipated by Mr. Torrance's address. The Vice-President said:—

"You are represented here, I am glad to be able to say, by an exceedingly able General Manager, and it pleases me to say this in the presence of my friend, Mr. Sergeant, and to bear testimony to the zeal and prudence with which he has fulfilled the office during an exceedingly critical period, and he is surrounded by an able staff of assistants ready at all times to carry out and enforce his policy. Your rates in Canada are as high, I would fain believe, as prudence dictates they should be, and I think they are fairly well maintained, and the business your road does attests to the popularity it enjoys. The trouble lies in the neighboring republic to the south of us and where your system is represented both in the east and west, and as I told you in London, I had no faith whatever in your being able to increase and fix these at a point where they should be profitable. You have already been engaged with the presidents of the various organizations in such an attempt, and we should be delighted if success would crown your efforts, for business as a rule is much better when rates are fairly remunerative and well maintained. I am, however, told that to-day rates are actually in a more disorganized condition than ever before, and the only cure we can think of is the Government taking the question of rates into their own hands and insisting upon their being maintained, as I understand is done in your own country, or something of that kind.

"Canada is largely indebted to the Grand Trunk for its prosperity in the past, all its commercial interests being intimately bound up with it, and although she has contributed somewhat liberally to the road, I am sure all will agree that it was money well laid out. We have been passing, in connection with the commercial world, through a period of unexampled depression, and I am glad to see that the clouds are dispersing,