

A few weeks ago a collision occurred between two freight trains of the Grand Trunk Railway in the town of Woodstock, Ont., and at the Assize Court in session there a few days later, Judge Sir William Meredith ordered an investigation of the circumstances by the grand jury, who reported as follows :

In accordance with your lordship's suggestion we have investigated as far as possible the circumstances attending the recent railway accident at the Grand Trunk station at this town, and we consider the enormous danger to which the lives and property of the inhabitants were exposed by the conveyance of such large quantities of explosives through the town, call for immediate legislation. We find that on this occasion two cars containing twenty-two tons of stick dynamite and twenty tons of blasting powder were placed next to the engine, and that one car was destroyed by the force of the collision and the other injured. The dynamite was of the ordinary description used for blasting. We find, moreover, that the dynamite lay on the track for some hours without guard after the accident, and that many persons ignorant of its explosive nature possessed themselves of quantities of it, and a quantity is still reported to be scattered about the neighborhood where the accident occurred. As a similar accident may occur at any time with less fortunate results, we consider that special regulations are required for the handling of explosives by railway companies, and the quantity to be carried on one train limited, and arrangements made that trains carrying such explosives should run no risk of collision.

A commission has been appointed by the New Zealand Parliament to consider that colony's attitude towards confederation. Its duty is to enquire into and report upon the advisability or otherwise of New Zealand entering the Commonwealth, or if that is deemed premature or inadvisable, to indicate the lines upon which a reciprocal treaty might be established between the two. After taking evidence in New Zealand, the commission, in April or May, will visit Australia.

Hon. Mr. Ross, Premier of Ontario, in a recent speech in the Legislature, speaking of the industrial developments now going on in this country, said that Canada stood in a strong position, with her resources, comparatively speaking, undeveloped. To-day they were not fighting over any constitutional question, and they had no special dispute in regard to matters of civil or religious liberty. Those questions were settled long ago. But they had 140,000,000 acres of land, of which only 25,000,000 acres were settled, and 16,000,000 cultivated, and the time for the conquest of that land had come. The government, too, proposed to give some attention to old Ontario, and would spend one million dollars on good roads, so the farmers might easily and often reach the market. So, too, they had inaugurated a system of cold storage on railway trains and some of the ocean steamers, and they hoped to have produce reach the markets of the Old Country in as perfect condition as possible. They would encourage also the raising of a better quality of live stock. It was necessary, however, to have industrial development side by side with agricultural. Iron and steel industries had received a great impetus. In Ontario they were commencing to open iron mines equal in quality to the best in the United States. The government, he considered, should expedite this development, as by means of a large mining population, that would be consumers, large industries employing hundreds or thousands of people would be established. They had done something towards this and proposed to do more. The Government would conserve the pine and pulp lands also, and manage them so that for a hundred years to come they would be a source of revenue. The question of railway rates in New

Ontario was touched upon by the Premier, who said the government would maintain control of northern Ontario in the interests of the people of Ontario. He pointed out that at the present time there was discrimination of rates inimical to the best interests of some industries, and said that if driven to it, the Government would build a road from North Bay, connecting there with the Grand Trunk, and run it north into the new country, a distance of about 100 miles. They would then control rates in and out.

The executive of the Canadian Manufacturers' Association on Saturday decided that owing to the lack of proper accommodation at the Pan-American Exposition, the manufacturers of the Dominion will not exhibit there.—Pembroke Standard.

Quite a mistake. The Canadian Manufacturers' Association has no authority to speak for "the manufacturers of the Dominion" in this matter. Further, there is no lack of proper accommodation at the Pan-American Exposition for Canadian exhibits, and to our knowledge quite a number of our manufacturers will have fine and creditable displays there. Further, both the Dominion and Ontario Governments have appropriated generous sums of money to enable representative exhibits of Canadian products to be made at the Buffalo Fair.

When a combination becomes an industrial monarchy, and compels the oath of allegiance from the rest of the world—where are we drifting? asks the Age of Steel. The one-man power has been one of the nightmares of history, but what is that in comparison with a unit of millions of dollars, an exclusive control of patents and processes, and a hopeless public that can do nothing but privately curse a sovereign monopoly? Such power, however, has never yet been vested in any industrial unit that heretofore has set about putting a barb-wire fence around the world. Such a combination would be simply overwhelming, if it had not within itself the seeds of disintegration. The individuality of man, the personal side to his ambitions, and the rivalry that is begotten by competition, are among the torpedoes by which a mammoth battleship is made a scrap pile. There is a limit to everything beyond which there is a cracking of the skin from a bull frog to an elephant. The Tower of Babel was a sublime architectural conception, but it became a ruin when it overtopped the safety line. It will be the same with overgrown combinations.

The various committees which have in hand the arrangements for the annual convention of the Canadian Electrical Association to be held in Ottawa in June, are working enthusiastically for the success of the meeting. A series of interesting papers has been promised, and other features of an interesting and instructive programme are rapidly taking definite form. The local committee of arrangements includes representatives of all the electrical companies in Ottawa and vicinity, besides a number of citizens prominently connected with other enterprises. Having the benefit of the experience of the gentlemen who so successfully arranged the Ottawa convention of five or six years ago, there is sufficient assurance that nothing will be left undone which would ensure a pleasant and profitable meeting. Persons connected with the electrical industry who may not yet have connected themselves with the Association should send in their applications to the Secretary, C. H. Mortimer, Confederation Life Building, Toronto, or to any officer or member of the Association.