

absolutely devoid of all hearing power, of what use then is the ringing of bells under these circumstances? The first intimation the unfortunate deaf pedestrian would have of his too close proximity to a Winnipeg street car track, is to be mangled under the wheels or knocked senseless to the side of it. Everyone who travels much by the street cars in this city cannot but be struck by the constant change of faces among the conductors and motor-men, not one of the old hands, notable for their civility and carefulness, are now to be seen. It would be interesting to the public to know what training and experience is required before a man can take charge of running an electric car? What are the wages given to a man filling such a responsible position? How many hours of labor in the twenty-four is he called upon to endure? What hours of relaxation is he given? For to any one who gives it a thought, it might be apparent that the unceasing vigilance required in guiding a vehicle, going at a rate of speed of from 6 to 12 miles an hour through crowded streets, will necessarily be very wearing to the system. An enquiry into this recent fatal accident would probably have brought forward an amount of voluntary evidence that would have compelled the Winnipeg electric street car authorities to use greater precautions to avoid accidents. The present cars are run without even a guard in front. In other Canadian cities the police would immediately prosecute the officials of any car appearing on the street without this requisite appliance. While on the subject we might draw the attention of the mayor to the necessity of regulating Main street traffic, and giving the police the requisite authority for seeing to its due observance. At present, drays from the different termini, heavily laden wagons, hay carts, etc., take the very centre of the roadway, and will not move an inch from it to allow any vehicle to

pass either one way or the other.

Another law which the city authorities should enact is, that every vehicle used for the carriage of any merchandise within the city limits should have the name of the owner and his street residence, or the municipality he comes from, legibly painted on either the shaft or some conspicuous part of the wagon or sleigh.

A very erroneous idea at present prevails that a team, no matter how lightly loaded, is not called upon to give an inch of the road to carriage, buggy or cutter, and this is very frequently most offensively insisted upon. The mayor and aldermen who passed such a by-law for the city of Winnipeg, regulating these matters would earn the lasting gratitude of its inhabitants and frequenters. That legislation is urgently called for the protection of the public, no one can deny.

The 16th annual banquet of the Manitoba Medical Students' Association was held at the Hotel Manitoba, on the evening of the 15th. The students attending the Medical College have grown from the number six, which represented the then class sixteen years ago, when this annual and much to be commended function was established, to the goodly number of over 120. A cogent evidence of the progress and prosperity of our province. It sounds a note of warning to our Immigration Commissioners to settle our vacant lands speedily and provide our budding young Drs., that are accumulating in our midst, with live material for the practice of their profession. A unique feature of this entertainment was the camaraderie evinced by the prescribers of poisons, the dispensers of poisons, and the solemn gentlemen who attend to the results, a grim trio, but evidently in accord.

Drs. Jones, Chown, Bell, Patterson, Todd and O'Donnell were the speakers on behalf of the faculty, while the staffs of