

The Street Railway Co. has decided to forbid smoking on the rear platform of cars, as is done in other cities. The majority of smokers will approve of this rule as they are too considerate to indulge in a habit that is offensive to ladies who, on entering or leaving a car, have often to pass through a cloud of smoke. The average time passengers are on a car does not exceed 10 minutes, it is, therefore, no serious deprivation to spend that time without a smoke, as hundreds do who are just as much addicted to the habit as those who smoke on street cars, but who recognize the propriety of abstinence when indulgence is disagreeable to others in the same vehicle.

Mr. Cummings, who was sent to South Africa by the Canadian Government, delivered an address to the manufacturers on the prospects of trade in that region. South Africa, he thought, was likely to be a large consumer of goods produced in Canada, as carriages, footwear, furniture, flour, bacon, lumber, Johannesburg he judged to be a promising trade centre, its consumption would exceed that of Montreal. But, to conduct a successful export trade, it would be necessary to have a thorough, expert, knowledge of the needs of the South African market, the tastes of the people, their habits, would have to be studied so that only such articles would be sent as they wish to buy. He considered a steamship service to South Africa from Canada most desirable, as, at present, our exports went via New York, and were, therefore, classified as "American," not Canadian.

The President of the Manufacturers' Association in his practical Address made a similar point to the one expressed in our article on Reciprocity. He said: "Canada must adopt a scale of duties against United States goods that will have the same effect as theirs has at present on ours." He deprecated tariff questions being party questions. His words are worthy of being put on record. He said:

"I believe that all the thinking people of Canada, the men who have her national progress at heart, breathe easier to-day when the tariff question is not a main feature of party politics. I believe I voice the sentiments of the Canadian people in saying that in matters that are so sensitive and so nicely balanced as trade, where so much depends on mutual confidence and good faith, the less that trade questions become the dividing line in party politics the better for our country. Were it not that as a people we are jealous of seeing governmental rights transferred from us, we would gladly place such questions in the hands of a strong and impartial commission.

"We have to-day what may, I think, be fairly called a moderate tariff, one to which no section of the community with the well-being of the whole at heart, can take exception, for all must admit that in a new country capital will not invest itself in manufacturing unless it has some assurance that it will not be swamped by the manufactured goods of older countries who produce for a larger market.

"Even the most ardent free trader must feel that we have now moved just as far in the direction of free trade as is possible until the growth of our population provides a home market sufficient to develop our industries to a competitive level."

The Canadian Pacific land sales in September were 195,572 acres, being 50 per cent. larger than in any previous months. The sales realized \$465,655. The buyers were prospective settlers, so the outlook for enlarged population in the North West is quite promising.

The City has had the Canadian Ticket Agents' Association as its guests this week. The President, Mr. Churchill, in a speech used a phrase worth remembering—he said: "The members of this Association felt that Montreal was the gateway through which traffic must come to the whole Dominion. Such being the case every facility should be given Montreal for improving its Harbour."

Mr. Kennedy, Harbour Engineer, has prepared a reply to the criticisms of the engineers selected by the Hon. Mr. Tarte, to examine the specifications for an elevator to be built, as tendered for by Mr. Jamieson. Those engineers expressed their judgment to be strongly adverse to the specifications, indeed, they declared that an elevator so constructed would collapse, as the foundations were too weak, and the structure unequal to the strain of such loads as it would have to bear. Mr. Kennedy called in Professor Bovey, of McGill College, who made tests of loading strains and found by actual experiments in elevators that the structure as approved by Mr. Kennedy was amply strong enough for any load that could be put in it. Other practical tests were made and elevator experiences investigated, which were demonstrative of the specifications which were condemned by the engineers employed by the Minister of Public Works, providing for a structure strong enough to resist any wind pressure likely to be experienced and fully capable of carrying all the grain with which it could be laden. When doctors differ it is not for a layman to decide, but the Harbour engineer's practical tests and scientific experts' testimony seem conclusive.

TWO LARGE GRAIN ELEVATORS were burnt at Port Huron on 4th inst, loss \$300,000, insurance, \$62,500.

INCENDIARISM, as an outcome of religious zeal, seems incredible, but it occurred recently at Derby, where a man set fire to a factory because he said he knew it was God's will for all places to be destroyed where work was carried on day and night. On this theory the world ought to be destroyed, for throughout every moment there is work going on both by Nature and by man.