

men are learning that it is not from the few multi-millionaires that they derive their passenger revenues. It is rather from the great middle class who journey to and fro to Europe in search of health, for business purposes or merely as sight-seers. These people invariably prefer the slower boats, because of the longer time it permits them to enjoy the sea. They also feel more comfortable and more at home on the less pretentious boats than on board one of the floating palaces. The men of moderate means cannot hope to compete in lavish display and in other ways with the multi-millionaires who engage the expensive suites in the fastest and most luxurious boats. In addition, the ordinary well-to-do Canadian or American, who constitutes the bulk of the travelling public rather objects to paying the heavier charges asked by the latest Leviathans, they prefer to have a little money left over for sight seeing. The latest one-cabin boats are as comfortable, safe and luxurious as the ordinary traveller could desire and is fully in keeping with the status in life to which he is accustomed.

Statistics recently compiled show that the number of boats of the one-cabin class being constructed is very largely on the increase and to-day there are more passengers using this type of boat between Europe and America than at any time in the history of Atlantic travelling. In Canada, the development of this type of boat has shown remarkable expansion during the past few years and to-day by far the largest proportion of the people coming to Montreal travel on this class of boat. The increase in this style of travel is a healthy sign. It shows that the great middle class, who after all constitute the backbone of any nation, have not been carried away with snobbishness and a desire to ape the multi-millionaires. In catering to the requirements of the middle-class, the steamship companies have shown their good sense and their placing of a number of new boats of this type on the various routes is likely to be a very profitable venture.

SUBSTITUTE FOR GASOLINE.

A writer in the "Chemical World" predicts that gasoline will be supplanted by the use of alcohol denatured with 10 per cent. of benzol. This will be safer, more pleasant to use and sweeter in exhaust than the gasoline of to-day. Though the calorific value of this mixture is only six-tenths that of "petrol" or gasoline, the higher compression possible and increased explosive range will make it the ideal motor spirit. Benzol itself is being seriously considered as a substitute. It is 12 per cent. more powerful in running than gasoline and English coke oven plants yield 3,000,000 gallons as a by-product. The commercial product containing, as it does, 150 grains of sulphur per gallon needs careful purification for motor use.

Toledo Traction for year ended June 30 reports gross of \$4,119,760 and net of \$1,283,284. After interest on bonds surplus stands at \$713,734.

OUR LONDON LETTER.

(Special Correspondence, Journal of Commerce)

London, September 3rd

Housing and Town Planning.—Probably when the Land and Housing Campaign opens in earnest in October the British public will show more plainly that it does take a deep interest in housing and town planning. The main object of the proposed legislation is to remove the legal obstacles to development along reasonable lines. But though there is little interest evinced in the subject, a vast amount of good work has already been accomplished by local governing authorities throughout the kingdom. The volume of work done, as described in a Local Government Board Report issued this week, has astonished a great many people. Up to the end of March last the Board had authorised the preparation or adoption of 33 schemes involving a total area of over 78 square miles. They were nearly all in the neighborhood of industrial towns; and one of the valuable features of the work is that small towns, such as Luton, the centre of the straw hat-making industry, have been wise enough to take time by the fore-lock, and insist upon the town growing in a rational manner. Few of the schemes concern themselves with architecture: they mostly determine the main routes of communication, the provision of open spaces, the limitation of the number of houses to the acre, building lines (on which the air spaces depend), and so on. It is all immensely useful work, it is going on all over the country at a greatly accelerating pace, and it is being done in other countries as well. This week an International Garden City and Town Planning Association has been formed, and an International Congress is projected for next year.

Many towns have found it possible to provide open spaces without resort to the regulations of the Local Government Board. Great landowners in provincial towns have presented "parks" and "commons" to the municipalities, which have promptly dedicated them to the use of the public for ever; and thereupon the area adjacent to these spaces have been covered with dwellings. It does not in any way diminish the usefulness of these gifts if it be added that they bring profit to their donors. I can illustrate this by describing what happened in a little West Country borough which is the home of one of our minor industries. The Mayor of the borough owned a piece of agricultural land adjoining the town. He offered a part of it to the borough on condition that roads were made and a small "park" laid out at the expense of the ratepayers. The town had no such place within its borders, and it gladly accepted the offer. It provided a very pretty and valuable garden for the pleasure of the inhabitants, and earned their lasting gratitude. But at the same time the presence of the "park" checked the spread of cottage property in that direction, and the donor of the land, who still retained the adjacent sites, found that he could now sell the land remaining on his hands at a greatly enhanced price, for high-class villa buildings. He profited, the town profited, and a delightful district was opened up for residential purposes.

International Co-operators.—The presence of Lord Grey and his fine inaugural address at the Congress of the International Co-operative Alliance, Glasgow, has drawn attention, as nothing else has ever done, to the wondrous growth of this movement in all civilised countries. The delegates represented 20,000,000 co-operators. The international character of the movement is more than an indication of its popularity. It provides a basis for international commerce between the producers and the consumers of necessities, and upon this basis it is already clear a trading organisation, limited only by the brain-power of the men at its head, will be built up. Lord Grey's address, which was almost wholly devoted to describing and praising co-operation, has been commented upon by many of our journals, and generally in