

THE CITY OF BRANTFORD.

Brantford, Ontario, has acquired the title, "The Telephone City of Canada," and claims to be third in rank among the exporting cities of Canada. The town was given the name Brants' Ford in 1827. The place was fortunate in having enterprising settlers whose descendants are leading men in the local industries to-day.

The following table shows the number of population, property value, and the tax rate in 1877, 1887, 1897, and last year :—

Year.	Popula- tion.	Assessment		Tax Rate. cts.
		Realty.	Income.	
1877	10,651	\$2,796,480	\$100,130	1.5
1887	12,570	3,842,990	142,250	1.6
1897	16,539	5,718,393	113,485	1.7
1901	16,685	5,932,448	125,197	2.0

It has been the policy of the City Council from the beginning to give the greatest possible encouragement to people intending to establish new industries. The bonded debt and other liabilities of the city on 31st December, 1900, amounted to \$1,157,334, against which there were sinking funds of \$188,231. The expenditures on permanent works have been as follows:—

Water Works.....	\$305,000	Hospital.....	\$12,000
Buildings and parks.....	259,351	Sewers.....	80,000
Schools.....	138,350	House of Refuge.....	16,740
Free Library.....	11,000	Local Improvements..	142,730
Fire Hall, etc.....	23,163		

The net debenture debt is \$888,529. The water works yield a considerable profit. The city has always been a liberal supporter of public schools. It is one of the few places in Canada where technical education for artisans is provided by a School Board comprising a representative from the Board of Trade, the School Boards and the Trades and Labour Council. Its public Library has been established 20 years. Brantford owes much to the educational opportunities it has provided for the young and for men, its industries requiring artisans of intelligence above the average. The title "Telephone City" was given because in the house of Mr. Alex. Melville Bell, a resident, the Telephone was practically invented by him, after a number of experiments. Needless to say, there is no dearth of insurance agencies. Fire insurance rates are admitted to be low in Brantford owing to the superior fire protection. The city may be regarded as a type and exhibit of Canadian development. From being a camping ground of savages, it has become a hive of industry, a home of enterprise, a centre of education, a community imbued with advanced ideas, who probably are as happy, united, loyal and prosperous a people as any in the British Empire.

BOILER EXPLOSIONS.—The "Locomotive," of Hartford, gives the number of steam boiler explosions of record in the United States in 1901 as 423, causing 958 personal injuries, of which 312 were fatal. In the last five years the average annual explosions were 306 and the average number of annual deaths caused thereby 322; total number injured but not killed in the five years, 2,727. The great bulk of boiler explosions arise from preventable causes, such as neglect of their condition, carelessness or recklessness, or ignorance and incapacity.

PROMINENT TOPICS.

The King is on his legs again, say latest reports; the wound, therefore, caused by the surgeon's knife must be nearly healed or the Royal patient would not be allowed to stand on his feet even for a moment. There remains ten days between now and the Coronation in which His Majesty is expected to make rapid progress to a state of health and strength that will enable the ceremony to be gone through without danger. Between now and the 9th August there will be considerable anxiety, but it is not conceivable that such eminent physicians and surgeons as those in attendance on the King would sanction or even permit their patient to run any serious risk, for were any mischance to occur they would be overwhelmed with reproaches. Still the whole Empire will be joyously relieved when the Coronation is announced as over.

The Board of Trade of this city has passed a resolution endorsing a fast line of passenger and mail steamers, the ports of call to be Quebec and Montreal in summer, and Halifax and St. John, or one of these ports only, in winter. It was pronounced needless to subsidize freight steamers; let competition regulate their rates and services. Much talk of limiting competition and opposing any railway getting subsidies. This we regard as not advisable. Whoever gives the required guarantees for the best services, be the offer from a railway, a shipping firm, or other capitalists, should be awarded the contract; but proper safeguards must be established to avoid injury being done to steamship enterprises generally. One factor of this question has to denominate it, which is, that Montreal is the natural and national chief port of this Dominion.

Conclusive evidence as to the substantial growth of Montreal is given by the facts that in 1898 the value of its taxable property was \$142,223,500 and in 1901 \$150,479,863, showing an average yearly increase of a little over two millions. This year the increase will also amount to over two millions, which is very satisfactory.

Under the Charter this city has power to borrow to extent of 10 per cent. of increase in assessed value of property, which may be expended on public works. While a "penny wise" policy in such a growing city as Montreal is "pound foolish," the increase of the debt should be watched carefully. "Pay as you go" is a wise system, and should be adopted to the utmost limit practicable. The taxes of this city are, comparatively, not heavy. The tax on real estate is only 1 per cent. for municipal pur-