

a season's free fishing by way of showing our willingness and friendly spirit. The *Globe* thinks (in which we do not quite agree) that the Ottawa Government was somewhat eager to make seizures, but "was really compelled by the aggressive American attitude to issue orders strictly guarding the entire Canadian case." The *Globe* approves in a general way of its Fisheries policy as one forced on it by the American attitude, and considers that "the Liberals, had they been in power, would have been compelled by the circumstances to have taken very much the same line." It was the only course to take. Nothing was left but to stand on the convention of 1818. "There was no other guide after the Americans had denounced the fisheries clause of the Treaty of Washington, and had refused to negotiate."

"It may be said that Ottawa might have tried to bring about an agreement for extension of international trade by which the fisheries would be thrown open to Americans. But Ottawa did try. The official correspondence between Downing Street and Washington records that Ottawa offered and Washington thankfully accepted the season's free fishing, on the understanding 'that the agreement has been arrived at under circumstances affording prospect of negotiation for the development and extension of trade between the United States and British North America.' President Cleveland honorably recommended the appointment of American commissioners in accordance with this understanding, and the Senate refused to agree. This deprived Ottawa of option to take a course considerably different from what was taken."

It would, we imagine, be difficult for any impartial judgment to differ materially from the *Globe's* conclusions

FISHERY SEIZURES.

That portion of the Press of Canada which (like the proverbial unclean bird that befouls its nest) prefers to circulate depreciation of its own Government in troublous times, rather than lose an opportunity of reflecting on its political opponents, invents a point wherewith to temper its professions of patriotism by alleging an undue eagerness on the part of the Ottawa Government to make seizures of American fishing vessels. It is not therefore out of place to quote one or two passages from the "Special instructions to Officers in command of Fisheries' Protection Vessels," issued from the Department of Fisheries under date 16th April, 1887:—

"I desire, however, to impress upon you that, in carrying out instructions and protecting Canadian inshore fisheries, you should be most careful not to strain the interpretation of the law in the direction of interference with the rights and privileges remaining to United States fishermen in Canadian waters under the Convention of 1818. To this end, the largest liberty compatible with the full protection of Canadian interests is to be granted United States fishing vessels in obtaining in our waters shelter, repairs, wood and water. Care should be taken that while availing themselves of these privileges, such vessels do not engage in any illegal practices, and all proper supervision necessary to accomplish this object is to be exercised, but it is not deemed necessary that in order to effect this an armed guard should be placed on board, or that any reasonable communication with the shore should be prohibited, after the vessel has duly entered, unless sufficient reasons appear for the exercise of such precautions.

In places where United States' fishing vessels are accustomed to come into Canadian waters for shelter only, the Captain of the Cruiser which may be there is authorized to take entry from and grant clearance to the masters of such fishing vessels without requiring them to go on shore for that purpose. Blank forms of entry and clearances are furnished to the captains of cruisers, these, after being filled in, are to be forwarded by the captain of the cruiser to the Customs Officer of the ports within whose jurisdiction they have been used. In cases of distress, disaster, need of provisions for the homeward voyage, of sickness or death on board a foreign fishing vessel, all needful facilities are to be granted for relief, and both you and your officers will be carrying out the wishes of the Department in courteously and freely giving assistance in such instances."

The tone of these instructions goes to confirm our opinion that, in view of the serious consequences likely to attend undue harshness or precipitance, and the sense of that responsibility weighing on the commanders of Canadian cruisers, it is highly improbable there could have existed any tendency to eagerness to make seizures.

THE WORSHIPFUL THE CITY COUNCIL.

"While there is something radically out of joint in our present methods of municipal government, we can expect little improvement until the 'honest citizen' becomes sufficiently old-fashioned to again sacrifice some personal comfort, and perhaps gains, in the public interests of the community of which he forms a part. This was the practice of his fathers in the day when it was a high local honor to be an Alderman of the City of New York for example; and until this position again becomes honorable we must rest content with the misrule of men who make politics a profession, and hold public office for private gain, more or less honestly acquired."

Such is the reflection we find in the *N. Y. Engineering News*, of 4th August, a paper of high repute in and beyond its specialty. It happens that the civic government of Halifax has, in the article before us, suggested itself to the *News* as somewhat of an instance wherewith to point its remarks. We are quite aware that Halifax, though not conspicuous among cities for exemplary regulation, is not New York, and we are not disposed to apply the latter part of our quotation in its full and absolute sense to any of the members of our corporation. Yet it can scarcely be denied that the tone of their own proceedings lays them open to unfavorable impressions. The *Engineering News* takes its text from the *Recorder's* report of a civic meet-

ing. It is therefore presumably informed according to facts, on which it takes occasion to remark: "that cases wherein the authorities disgrace the city they misrepresent are not peculiar to some well-known examples on this (the American) side of the line."

It cannot surprise anyone that a representative body should not, in the estimation of the public, be as Caesar's wife (i. e., above suspicion,) when a meeting opens "by charges and counter-charges of 'fixing' among some of the members in connection with a proposed public improvement, and (when) this affair was only laid aside to discuss a 'late drunk' of one of the committees, and to dispute over a bill for Scotch whiskey, &c, then consumed and charged for to the city under the innocent head of labor." This is not at all a nice sort of report to go before the public, and unfortunately it is supplemented by allusion to other facts, which tend to demonstrate a lax organization, and the usual lack of decency in language. "In some piece of city work, Mr. Keating, the City Engineer, apparently offset the contractor's claim by a claim of the city, but was rewarded for his interest in the city's affairs by a resolution passing the original claim intact, and the statement that his report on the subject was 'a lying and dishonest one,' and he was further practically informed that he must not dare, on pain of dismissal, to report adversely upon any scheme backed by members of the Council." This is unquestionably pretty high-handed, and the angry arbitrariness appears to be by no means in the interests of purity.

The City Engineer, we believe, receives his orders from the Board of Works. The Council censures the Board, and countermands its orders, and the City Engineer is not furnished with the Council's over-riding orders, but is left to gather their tenor from the newspapers, whose reports are not official sanction for anything he may do. An utter lack of systematic organization is here apparent, and it is stated that when Mr. Keating endeavored to point out this defect, he was reminded that "it was not the Engineer's place to lecture the Council."

But what may not lie with the City Engineer, lies with the Press, and when our Civic Legislators lay themselves open by their own discreditable behaviour to unpleasant imputations, they may depend upon it their proceedings will be sharply looked after and unsparingly dealt with in the interests of the suffering public.

HIGH BUILDINGS.

We live in an age of sensations, of great designs and startling results. Whenever something big is achieved, the *fait accompli* at once falls into the ranks as a mere beginning, which men immediately proceed to surpass. Here in Halifax we get along comfortably enough with our modest record as to buildings, though the highest that tower in this city do not exceed five stories. In Omaha they get up to six, in Chicago to eight, in Philadelphia to ten, and in New York as high as thirteen, and one would think that these last should be suppressed, because of the inevitable inconvenience attendant upon occupancy of the higher floors, and the increased difficulty and danger of escaping in case of an alarm. But no attention is paid to them unless they be of the Buddenseik kind, and, even then, the only solicitude is after they have crumbled into ruins through their own weakness, and have destroyed a few lives.

Minneapolis, however, is preparing to "overtop old Pelion," and to dwarf to insignificance the most towering business structures in either the Old or the New World. No such business edifice was ever before attempted, or perhaps even thought of, and we question if any kind of structure by the hand of man—save it be monumental or temporary, was ever so exalted. It is designed to make the building in question twenty-eight stories—350 feet in height, and to contain 728 rooms. It will be eighty feet square, and have a courtyard in the centre. None of the offices are to look into the courtyard, the intention being that all the rooms shall front on the outer sides of the block. The building proper is a continuous skeleton of metal, commencing at the foot with iron, and continuing of iron and steel to its full height. The framework will consist of a series of laminated rivet iron posts, diminishing in size as they ascend, braced diagonally after the manner of lattice-bridge girders. They are to be horizontally braced by the beams of each floor, which will form an integral portion of the building. The whole frame will be covered on the exterior by a non-conducting substance.

The exterior is to be of stone and copper. The stone is covered at each story by horizontal iron shelves, which are concealed by the stone, and are handsomely carved on the outside. The roof is to be iron, except the apex, which will be of glass. The glass portion of it will be used as a look-out tower, from which the surrounding country may be viewed.

The grand rotunda, located on the first floor, will have twelve elevators and two flights of stairs. The latter must certainly be for ornament. The elevators are so arranged that each one does service for only two stories, so that the passenger who ascends to the twenty-fifth or twenty-sixth floor may be able to make the trip without stopping. There will be no woodwork in the building, except the doors and window frames. The building will be so put together, that when completed, no portion of the structural iron will be visible. Each office will have its own safe or series of safes, built on the outer wall, and forming part of the structure. The reduced thickness of the walls is another feature. Those on the exterior do not exceed twenty-two inches. The building will not weigh as much as an ordinary masonry one, and is much cheaper and more quickly built.

We confess to some curiosity as to how this wonderful building—if it is ever erected—would behave if it should be struck by one of those terrible cyclones for which the West has of late years unhappily become so famous.

As a matter of curiosity, we hope the building will be erected, but we fail to see the necessity for carrying out such a scheme in the West. Surely Minneapolis is not as yet so cramped for room that it must economize its land to such an extent as this!