

mills, grain elevators, and flour-mills have given being to these two prosperous towns, and, as already mentioned, important iron discoveries have just been made only a few miles away. In addition to all these natural advantages, a fact of great industrial importance is the existence of excellent water-power privileges throughout the country, some of which are now being developed. With the material and the power for manufacturing, the far west of Ontario is singularly well favored, and its development will doubtless keep pace with that of New Ontario in the north.

For the Public Safety

WITHIN the last seven or eight months there have been an unusual number of railway accidents on Canadian roads. While many of these have entailed heavy losses of property, the majority have not been attended with loss of life; yet the total of fatalities is sufficiently large to make some remedial measure or system of investigation very desirable. One of the most recent and most serious accidents has been investigated by the Railway Commission through its chief inspector, and such a step suggests that all railway accidents might well form matter of inquiry for the Commission, which could also do splendid service for the public by framing more restrictive regulations under which the railways should run. The practical value and efficiency of commissions has already been proved, and surely there could be no more fitting subject for such a body to consider than a measure of protection for public safety.

In the every-day running of railway trains, as in nearly all our modern appliances and methods, the life of the public rests upon the judgment and faithfulness of a few individuals. We may multiply machines as we will, but the final responsibility is placed with a man. When every precaution is taken in the selection of the men, the only safeguard, therefore, lies in the strictness of the regulations under which they work. Nor is it enough to frame strict laws and rules. The present rules of the roads are very good ones, and probably

quite adequate if faithfully carried out; but it is said that they are daily broken, for the sake of making good time, and often with the knowledge of the railway officials. So long as no accident occurs, such disregard of the rules is "winked at," and when an accident does take place the man at fault loses his position.

Whether this charge be true or not would be a part of the investigation which the Commission could take up with public advantage. Some of the lesser accidents never reach the newspapers, and the more serious ones are referred to coroners' juries. Investigation by jury is seldom satisfactory. A much better tribunal is a body of experts such as a Commission may be presumed to include, and before such a body every accident should be inquired into and judged upon. Sometimes the persons most deserving of punishment are high in the official ranks, and the strength of railway influence in parliament unfortunately makes it difficult to reach them. Some way of placing the responsibility where it belongs should, however, be found, for the public safety is a thing that cannot be trifled with.

An Anti-Dumping Move

GRADUALLY the protection idea is gaining ground in Canada. By the recent action of the Government the Canadian manufacturer will be protected at least to this extent, that he will in future be placed on the same terms as the foreign manufacturer, and will not be forced to meet unfair competition. Heretofore one of the disadvantages with which he has been confronted has been "dumping." Manufacturers in the United States have been sending their surplus output to Canada and selling it for less than the same goods were bringing in the home market, thus competing most unequally and unfairly with the Canadian producer. The anti-dumping legislation passed last spring is aimed directly against this practice, and while not being a fully protective measure, will go far towards removing one of the greatest injustices of the present trade situation.

In providing for the practical application