

is the patience and great the determination of the shopping female; great, too, is her credulity, for then she seems possessed by an acquisitive demon. A man who was temporary clerk in a Paris store during a fire sale twenty years ago told me that he saw women there in the rush and crowd frantically grasp among other purchases, bundles of cotton batting, pay full price for them and drag themselves to the open air. One of these women seemed dazed; she looked at the cotton batting, discolored, burned at one edge, and partly wet, put it for an instant to her nose, and then—threw it from her into the gutter. She had come to her senses.

#### MONTREAL PASSENGER RAILWAY.

Commenting on the notice of motion given last month by Alderman Stevenson, to proceed to the cancellation of the contract of the Montreal Street Railway Company for non-fulfilment of its obligations—which motion, by the way, has not yet progressed beyond the notice stage—the *Montreal Herald* cites a number of the company's infringements of the by-law. For example, while the by-law requires that the company's time-table shall be submitted to the council and advertised, this is not done; but routes are changed and the cars keep time according to the caprice of the employees. Cars rush past without stopping for passengers, and again twenty minutes may elapse before a car is seen. Further conditions are that "cars should not cross streets faster than a pace; conductors should speak both languages; the rolling stock was to be manufactured in the city; cars should have colored lights after sunset to distinguish them. How have these conditions been observed?" Reference is made by the *Herald* to lines which were to have been laid, but were not, on several streets; and to the condition that the cars should not carry "more passengers than the cars can conveniently accommodate, and the number of passengers each car can accommodate shall be previously fixed and determined by the city surveyor, and indicated upon a card posted inside and outside of each car." This, it appears, is practically a dead letter, or else the word "accommodate" gets a very free definition, since at certain hours cars are loaded with two or three times their capacity, and people unable to get seats are hanging to the straps and platforms. "The crowding and trampling are positively dangerous and indecent." These complaints are definite and numerous enough. If the council be afraid to call the company to account, and insist upon its keeping to the contract in all respects, there should at least be an effort made, as here in the West, to secure reasonable consideration for tired passengers, who through lack of car space have to stand that they should ride more cheaply. But as long as the council is content to do nothing, so long, probably, will the railway company take its time and its ease in conforming to the contract.

#### TORONTO BOARD OF TRADE.

At a meeting of the council of the Toronto Board of Trade, on Monday last, the following resolutions were passed:

Whereas it is in the interests of Canada that the Crow's Nest Pass Railway be constructed with all reasonable despatch, in order that the great mineral resources of Southern British Columbia may be fully developed; that coal in abundance, at low rates, may be furnished for the smelting of all ores within our borders, and that our own merchants, manufacturers and agriculturists may secure the great and growing trade of that country;

And whereas the British Columbia Provincial Government, by the construction of the Crow's Nest Pass Railway, and the development of the coal and mineral resources of that country, will obtain enormous direct benefits by way of royalties upon coal and minerals, by receipts from mining licenses, etc., and by the general development of the Province;

Therefore be it resolved,

1. That, if assistance is granted by the Government of Canada to the building of such a railway, or if the Government undertake the work of construction of such a railway, it [the Government of that Province] should be asked to contribute equitably to the cost of the construction of such railway to Nelson or vicinity.
2. That as the immense and rich deposits of coal in the vicinity of the Crow's Nest Pass are the legitimate heritage of the people, the Government should, consistent with the protection of capital, take such steps as shall make the construction of the Crow's Nest Pass Railway dependent upon the retention of these coal deposits from all monopoly, thus securing for the people of the North-West and British Columbia cheap fuel supplies, and thus aiding in the development of the mineral resources of that section of the Dominion.
3. That no exclusive control of the Crow's Nest Pass be given, and that the Government should exercise care whereby the location of the line be so arranged as to permit of the construction of other lines

hereafter where practicable; and that where impracticable provision be made for the use of the original line through the contracted section by any future company in conformity with the Railway Act and provision covering the use of railways by other companies.

That the benefit of competition through other systems of railways should be conserved. That the interests of the people should be so conserved as to ensure that both local and through transportation rates will be obtained from time to time which shall be fair to the people and fair to the railway lines for similar distances under similar conditions. The control and settlement of such rates to be determined by the Governor-in-Council or by a railway commission.

That as largely as possible consistent with the above preamble and resolutions and consistent with public interests, the arrangements for the construction of the said railway be with a view to preserve to this country the carriage of the freight traffic to and from the mines of British Columbia through the Canadian channels, and that, if such guarantees be secured and precautions taken, this board recommends the early completion of the Crow's Nest Pass Railway.

#### OTTAWA BOARD OF TRADE.

At the meeting of the Ottawa Board of Trade last week, was delivered the inaugural address of the president-elect, Mr. C. Ross. The address is an able and comprehensive document, and we find with regret that our space does not permit copious extracts from it. Among the topics dealt with are city fire protection, civic assessment, the Central Fair, harshness and discrimination at the Customs, the bank rate of interest, and the rate paid by the Government on deposits (which latter Mr. Ross appears to justify), tariff suspense, bankruptcy, the dangers of a mining "boom," trade with Britain *versus* the States. On the subject of assessment, the address says: "What is called our increased wealth is largely a matter of official opinion or fiat. . . . If anyone takes the trouble to dissect the returns, it will be found that not much more than one-third of the increase is to be ascribed to newly created assets; the great bulk is enhanced assessments of existing property, and a liberal application of the power to guess at the personality. . . . We have a most wholesome example in the city of Toronto, where they have been obliged to retrace their steps and reduce their aggregate assessment year by year."

Referring to the controversy of the Board with the Canadian Fire Underwriters' Association on the subject of fire protection three years ago, and the then adjustment of rates, Mr. Ross admits frankly "that there is reason now for dissatisfaction on the part of the underwriters is not to be questioned. . . . Proper equipment [in the way of water supply and appliances] should be furnished the brigade, but it should be seen to that the brigade is competent to handle the equipment."

Of the increased railway facilities of Ottawa and what these mean to her trade, the president says, "It is necessary that we proceed with caution and profit by the example of some other places. I believe we are on the threshold of prosperity. We are on one of the grandest avenues of the world's commerce, the C.P.R. We have been recently linked with the great lakes and the west by the Ottawa and Parry Sound Ry., and a very large country has been made tributary to Ottawa. The value to us of the opening of this country cannot be estimated."

While urging that a proper function of Government is to assist in developing our mining resources, Mr. Ross properly urges that "some legislation should be forthcoming at the earliest moment regulating the responsibilities of promoters of mining schemes, for unfortunately there is too much truth in the statement recently made by the late director of the Geological Survey that many of the gold mines were opened, not in the rocks and caves, but in brokers' offices."

The last topic treated is that of a bankruptcy law, and in view of the confusing laws of the provinces, in some of which unjust preferences are permitted and which do great injury to our reputation in British and foreign markets, the speaker said: "I shall ask the council at the earliest moment to take the matter up and urge upon the Government the unification of the laws upon insolvency."

#### OWEN SOUND BOARD OF TRADE.

The annual meeting of the Owen Sound Board of Trade was held on the 12th inst. The president, Mr. J. W. Maitland, in his address gave an interesting review of the year's trade in Owen Sound.

The Secretary's report showed a decline in the shipping trade by water, but an increase in the shipments by railway. The lumber trade had been depressed, the cut in the local mills amounting in round numbers to 9,000,000 feet—two million feet less than last year. The shipments took only about 60 per cent. of the cut, leaving the stocks at the mills very heavy. A gratifying movement has commenced this year, however, and fully 100 cars have been shipped since January 1st. The grain handled by the local grain dealers shows an increase, the total quantity reaching 279,799 bushels.