

(d) If the butter were always landed in the best possible condition.

(e) If best Canadian were invariably sold as such, so as to establish the reputation it deserves, instead of sometimes contributing to the reputation of a competitor.

The explanation of this last contingency is that Canadian butter of the very best quality is at present scarce and in bad repute so that retailers can only realize its genuine value by passing it off as "Best Danish."

This latter clause sheds surely a sufficiently discreditable light upon the status of Canadian produce in England.

Similar remarks apply to bacon, the favor extended to Danish, compared with other makes, being even more strongly marked than in the case of butter. The great secret of the success of Danish bacon in the British market is its keeping quality. The Danish exporter also takes pains to understand thoroughly the requirements of the particular market to which he caters, and ships accordingly. It is pointed out that one blemish to Canadian bacon in the eyes of the British dealer is the cutting of the large knuckle bone out of the shoulder in order to assist the process of "fast curing." This apparently trivial thing alone is sufficient to cause Canadian hog products to sell cheap.

It will be seen that practically all the slowness and remissness of Canadian trade with the British Islands in these products is the result of comparatively easily remediable defects—matters such as want of attention to details, lack of knowledge, or else of putting knowledge into practice. It is to be hoped that a pointing out of these defects will be followed by improvement, for the importance of that market of the British Islands to the future development of this country cannot be exaggerated.



THE RADIAL RAILWAY PROBLEM.

The action of the various municipalities surrounding Toronto in coming together last week and trying to do something definite in the direction of obtaining access for the radial railways to the centre of the city only draws attention in a forcible manner to what intelligent people have been thinking for a long time past. That is to say, the absurdity of the present status on this important matter. Detroit, Toledo, Montreal, and other cities on this continent are the centres of converging systems of electric railroads which act as an incalculable blessing both to the cities themselves and to the people who are, by those roads, brought into easy connection with them. Thousands of farmers are enabled with the aid of such systems to ship their produce at cheap rates and in a fresh condition to the city markets; thousands of families resident in the city have the advantage of being able to buy such produce. Citizens get cheaper and better produce; farmers get more for their labor. Moreover, people in the cities can get out into the country without trouble, and people in the country can more easily visit the city for pleasure or for purchasing. Is any argument needed to show the great advantages which must accrue to both city and surrounding country from such an arrangement?

Yet here is Toronto, the second city in the Dominion, surrounded by a countryside which for fertility and wealth-production is second to none, standing in its own light. Here are the radial electric railways, converging from the East, from the

North, from the West. But instead of those lines delivering their burdens of passengers and freight in a central part of the city, as they should, in order to be the benefit they could be, they have to stop at the outskirts, thereby ruining their facilities as freight-carriers and spoiling their passenger-carrying advantages as well.

Of course, we know that the city of Toronto defends its attitude in the matter by an allusion to ultimate aims on the part of the urban street railway company, which also controls the various radial lines. Deep in its heart the city believes that this corporation's idea is to make of the entrance of radial roads a means for practically compulsory extension of the main franchise sixteen years hence. And we cannot fail to recognize that past experience shows forth only too clearly the grasping nature of that corporation. But it may be pointed out that at the present time the Toronto Railway Company distinctly denies that it wants, or at least is asking for, a franchise for radial roads which will overlap the present city franchise. All that the radial roads want is "that the city shall allow the parent company to lay down three lines on streets now occupied by it, and that, when the radial cars reach these streets, they shall be taken possession of by the said parent company and brought to the centre of the city, where they can discharge their passengers and freight." In other words, all the radial lines want, is *access* to the centre of the city, to be continued at the expiry of the Toronto Railway Company's franchise from the city, on mutually advantageous terms which they are willing shall be settled by arbitration. This condition of *continued* access can hardly be deemed unfair, seeing that very large expenditures are contemplated in the near future, in the way of terminal facilities, etc.

Timid people in Toronto are afraid that this arrangement may prove a loop-hole if able men use unscrupulous methods for the benefit of the Toronto Railway Company, looking to a forced extension of the franchise. Is the Toronto Street Railway to be a constant *bete noir* to the corporation of this city? And is there not ingenuity enough among the legal advisers of the city to prevent its getting unfair advantages? But surely the city can afford to have a little more confidence in the ability of its legal representatives than this attitude betokens. And surely it is a discreditable thing if the second city of the Dominion and one of its most important corporations cannot get together and make mutually advantageous terms on a matter upon which depends so much to both.



MUNICIPAL BANKING.

There is another side to the question of municipal ownership in Great Britain, which has been so highly praised in recent days, and this is a side which has not received over-much attention. The London Economist draws attention to the hardships which are apt to follow such a large demand as exists for money by towns and cities, under the caption of Municipal Banking. Many of the English municipalities have taken to borrowing for what are called reproductive undertakings, such as gas or waterworks and tramways—of course upon the credit of the ratepayers. The result is that the interests of the latter have become very complex, and many of them are beginning to ask themselves where it will end?