

civic policy, and the desire of a certain class of citizens to exploit the city's revenue for the benefit of some obscure section of the community. The welfare, the rights indeed of the city as a city, as a municipal unit, are perpetually ignored, the whole interest of the people's representatives being centred upon the interests of those who live in the particular area they represent. How this pernicious localization of interest is to be counteracted, how the City as a city is to secure representation is a problem of profound importance to the solution of which the Business Men's League should be earnestly directed. A thorough discussion of this subject would be most interesting and profitable.

* * *

The fire protection by-law fiasco appears to have aroused some of even our most apathetic citizens to a consciousness that indifference may be highly dangerous. The ruinous aspect of the very centre of this wealthy city, wherein its magnificent Board of Trade building is a mere shell and many warehouses have gone up in smoke, tells the story of indifference to civic duties. What caused such destruction is unknown, but, that it was greatly enhanced by apathy is patent. The fire equipment, the water service, were, and are yet, wholly below the needs of such a locality. Were a by-law now to be submitted to the property owners to authorize the outlay of, say, \$300,000 for enlarging the water supply in congested areas, and providing more efficient fire protection by extending the equipment of the fire brigade, we believe the vote would be a large one in its favour. The Business Men's League will have a fine chance for showing its utility and power of service when the next by-law is to be submitted, that is in the city's interest. It should organize a canvass and work vigorously on the lines of a political committee before a general election.

* * * * *

On the ruins of the Board of Trade building is an obscure placard warning persons from going near the walls as they are liable to fall. This danger needs guarding against more effectively. Were any of the lofty walls to collapse the stones would probably fall all over the narrow streets under them to the imminent danger of the passengers. The ruin should be at once pulled down, or lowered so as to obviate the existing danger.

* * * * *

The ambiguity in the Act relating to the subsidy to a Franco-Canadian line of steamers which was pointed out by THE CHRONICLE last week, has

been cleared up by an official explanation to effect that, if the vessels sail once a fortnight in summer and monthly in winter the subsidy will be \$50,000, and, and if a weekly service is established the subsidy will be \$100,000, which is the maximum to be allowed. The service will commence in July next.

* * * * *

The Halifax and other Maritime Boards of Trade are kicking vigorously against increased fire insurance rates. They protest against paying heavier rates to make up for losses in Montreal and elsewhere. Would they object to receiving financial help derived by the companies from districts wherein the fire losses had been so light as to leave a margin to recoup losses elsewhere? Fire insurance involves some degree of reciprocity, as Halifax knows by experience.

* * * * *

At the intersection of Hutchison street and Prince Arthur in this city, there has been built a barricade from the two corners, north and south which shuts all traffic off from entering the street running either north or south. The tenants whose houses are thus cut off from a street are in great alarm, as if the blockade is made strict they will be dependent upon their neighbour's back premises for a passage to their homes. The blockade has been established by the owner of the land which, without his authority, has been converted into a public street. He is merely asserting his rights as proprietor. The city will have to secure possession of this land and relieve the blockade by having the street formally opened as a public thoroughfare, which should have been done before the costly buildings now facing upon it were erected, the tenants of which, and the proprietors of a riding school are learning what a blockade means. The position of affairs in that locality creates a very serious situation from an insurance standpoint as there are some dozen or twenty costly dwelling-houses practically isolated from a thoroughfare.

* * * * *

The erection of elevators is not progressing as was anticipated, nor as desirable. The delay recalls a witty string of verses which against its rule the London Times published during the Crimean war. Reports were constantly coming from Lord Raglan, who was in command of the British forces, giving news only about the weather. A Mr. Walkinshaw wrote a skit, the point of which was that England needed a General

"To take Sebastopol—whether or no!"

Now this port wants somebody strong enough to put a stop to the shilly-shallying that seems interminable. Let the elevators be planned and built, as another season seems likely to be over before the work has been commenced.