

found on the notice. So on American railways you can smoke or chew but you mustn't spit, yet from the aspect of the floor, in some cases, the conclusion was come to that the law was as hard to enforce as the Scott Act. On the buffet or dining car meals are served a la carte. The short English of that is that a lunch or a decent dinner costs three times at least as much as a full course dinner on the I. C. R. or C. P. R. In fact one can get away with a three dollar dinner and wonder what he got for it.

After a former visit to Buffalo I pronounced it as at once the dirtiest and the most attractive city in many states. I would scarcely say the same thing to-day. On this visit it neither seemed extra dirty or extra attractive. The suburbs are still beautiful but they are suffering from the encroachments of civilization. Business places in residential parts mar the attractiveness, and that is what is happening here. It is a great business city, with much rail and lake traffic.

From Buffalo to Toronto is a journey of a few hours. On the road we come to Niagara Falls, which are seen in the distance, but we make no halt on either side of the bridge as the Falls had been visited on former occasions. Hamilton is a rapidly growing city. It has many factories. The B. Greening Wire Works and the Garlock Packing Co'y. are here.

When we reach Toronto its hotels and its streets are crowded. The Oddfellows from all parts of the U. S. and Canada have been holding a big pow wow in which was included a monster procession of between 6,000 and 7,000. One could imagine that almost all Toronto males belonged to the order, for every second man met is adorned with a showy badge. There are great throngs on Young St., the principal shopping quarter in the city. Toronto is flourishing, but though the population is rapidly increasing it is not doing so half quickly enough to please impatient Torontonians, whose one big aim, seemingly, in life is that his city should eclipse Montreal in length, width, breadth and business. But Toronto is handicapped; it has no outlet to the ocean. There are those who claim that Toronto is a finer city than Montreal. It is true that it has a large proportion of fine residences and big business stores, but there are few outstanding objects of special interest as in Montreal. Toronto may have its Bay and its Island but then Montreal has its Mountain and the great St. Lawrence flowing by. The folks in Toronto maintain that Montreal is too Frenchy. That may be so but Montreal can boast of more factories, refineries and work-shops, and much more shipping. Nova Scotians are much more interested in the growth of Montreal than in that of Toronto. No coal finds its way this year from the province, though why coal should not be sent is the question. The present depth of water in the canals will not admit of direct shipments from the mines in Nova Scotia to Toronto, but why should not the canals be made available. There are two opinions on this point. Down in Nova Scotia we have come to the conclusion that the deepening of the canals is precluded on account of the expense. In Ontario and Quebec the feeling is that the canals can be deepened and should be deepened. The canals have cost vast sums of money for which no adequate return—in the way of trade—is being made and the argu-

ment is that so much has been spent if the canals are not deepened for the requirements of present day trade then the vast sums spent have been misspent. It sounded curious to my ears to hear people living a thousand miles from Nova Scotia, say that we were too supine a people and did not half assert ourselves. Even Montrealers say that Nova Scotia would fare better if it had a little more of the Quebec spirit. Professing ignorance of what that spirit was the information came: "Don't permit the government to give a 'concession' to any other province unless N. S. gets an equivalent." The big fire of a few years ago taught Toronto a lesson. A large majority of the houses of recent erection are of brick. One may think that building residences of brick may not allow of so great a variety of architecture as if built of wood. This is a mistake. Very many of the brick houses present a most pleasing and artistic appearance. The car service could not be finer. The tram lines extend miles in all directions from the centre of the city. Of course we dropped into Eatons, a firm that does an immense mail dry good business with the province. And then our cicero's appetite being whetted we must needs trudge through other stores in quest of some imaginary article that could best be secured in Toronto. I had my doubts, but was submissive.

People need not be surprised at any time to hear that B. F. Pearson has declared that the psychological moment has at length arrived and that the North Atlantic Collieries Merger is an accomplished fact. It has been rumoured for some days that negotiations were nearing completion. The merger will not be on the extensive scale at one time contemplated. The areas at South Head, those of the Gowrie and Blockhouse on the Northern head, and the Broughton collieries are the only ones included in the merger, and there are sufficient square miles of coal in these to satisfy any ordinary syndicate. Mr. B. F. Pearson, and Mr. Hanson, acting for the English owners, visited Broughton on Saturday last, and as the Broughton people are not averse to any proposition that may relieve them of the property without loss, it is expected that negotiations will end happily. The project has been for a long time under consideration, and the time has nearly arrived when something must be done, or the North Atlantic Coy. be obliged to play a lone hand. All options, it is said, expire within three months. We hope to hear soon of something definite.

Mr. G. B. Burchell, formerly mine manager of the Gowrie and Blockhouse, has assumed the position of gen'l manager of the mines at the Joggins. Mr. Burchell is a young man of considerable energy and ability and though in the Joggins he has a tough proposition he should be able to master it. The company is not making money and the problem before Mr. Burchell is to put the mine on a paying basis. This will not be a matter of speedy accomplishment, but may be effected through time. In his efforts to make the Joggins a paying mine Mr. Burchell should have the support of all the officials and employees.