

The project to build a railway direct from Quebec to Winnipeg as a Government work has been endorsed by the Toronto Board of Trade. This line would be 1,500 miles long, it would not have enough local freight or passengers to pay the wage bill. Transportation projects, between the great Northwest and the Atlantic sea-board, which ignore this port, are, as the phrase is, "up against" conditions which Nature and Commerce have combined to establish, which artificial schemes, having no sound economic basis, will fail to disturb.

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A bill to amend the Post Office Act has been introduced by the postmaster general. By this act the radius of weekly newspapers is enlarged from 20 to 300 miles. This concession does not carry with it free delivery. Outside the free radius the rate has been half a cent a pound. The rate is now a quarter of a cent. The bill provides for advances in the salaries of post office clerks.

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The Grand Trunk Pacific Bill is having a hard time in the House of Commons. A strong national sentiment has developed opposition to Portland being recognized as the winter outlet for Canadian produce. In connection with the bill, Mr. Fowler of Kings will move that, the order for the third reading be cancelled and it be referred back to the Railway Committee in order that this section may be added:

"All freight received originating in Canada and received along the line of the Grand Trunk Pacific Railway, intended for export across the Atlantic, shall be shipped through Canadian ports when the route is not otherwise specially indicated by the shipper and the Grand Trunk Pacific Railway shall carry all such freight to the eastern Canadian sea-board as cheaply as to any American port on the Atlantic seaboard."

This amendment is understood to voice a sentiment that widely prevails in both parties. A railway subsidized by, or in any way financially aided by the Government of Canada ought not to contribute to the business of a foreign port while equal facilities are available in a Canadian port—as is now undoubtedly the case. Canada owes it to her self-respect, as well as to her interests, to adopt such a policy as is expressed in the above amendment. No other nation would build or aid in building a railway that had its sea-board terminus in a foreign port.

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The Hon. Mr. Blair has adopted an amendment to the Railway Commission Bill the intention of which is to protect cities and towns from electric railways entering them against the wishes of the inhabitants. Hitherto any line of railway pronounced to be "for the general advantage of Canada" is thereby free from municipal or provincial control. Several local electric lines are seeking to

be declared free from such control on that account. Mr. Blair's amendment protects municipalities from forceful seizure of a right of road through them. It reads:—

"The railway may be carried upon, along or across any existing highway upon leave therefor having been first obtained from the board as hereinafter provided, but the board shall not grant leave to any company to carry any street railway or tramway or any railway operated or to be operated as a street railway or tramway along any highway which is within the limits of any city or incorporated town until the company shall have first obtained consent therefor by a by-law of the municipal authority of such city or incorporated town."

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At the reception of the new King of Servia, the only representative of a foreign power who recognized him was the Russian, the Austrian Minister was present, but appears to have stood aloof from the Servian officials. The Ministers of other European powers were absent as a protest against the murder of the late King and Queen—the most barbarous assassinations ever perpetrated. The new King is in a dilemma, he will have to punish the murderers who placed him on the throne and are the leading men in the country, or be diplomatically cut off from the rest of Europe; if he takes the first course he will probably be killed, and if he keeps the assassins in office there will be a movement against him and his Government that may end in war.

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The "Toronto Globe" which upholds the Free Trade system in a brief editorial, insinuated that the demand for increased duties on iron and steel products were called for owing to, "bad management, or natural impediments." It adds:—"The public should not be fined for the first, nor should it attempt to overcome the other." The charge that higher duties are a fine on the public caused by "bad management is a mere assertion without a shadow of proof, and to say that no industrial enterprise should attempt to overcome "natural impediments" is a very strange remark in view of the fact that the success of all mechanical industries has been achieved by triumphing over "natural impediments." Look at the locks, tunnels, cuttings on canals and railways, where would transportation enterprises have been had no attempt been made to overcome natural impediments? It is man's glory to conquer and subdue natural enemies.

**HARTFORD FIRE COMPANY WINS.**—The Supreme Court of Massachusetts has decided that a policy covering wool in a Boston warehouse and a rider covering in an out-of-town store house did not cover the wool while in transit by rail between the two points. The Hartford Fire thus wins a \$10,000 suit.