"Any whip serves to flog a dog" is an old saying It seems as if any shipping disaster serves to disparage the St. Lawrence route, and this port in particular. The disaster to the "Assyrian," a Leyland Line steamer making for Montreal, has been made a whip to chastise this port for its ambition to rival New York. The "Assyrian" was not wrecked in Canadian waters; she got ashore off the coast of Newfoundland at the extreme eastern point of the Island where she was a long way out of her course. Yet an accident which happened to a vessel in the broad Atlantic, at a point several hundreds of miles east of the entrance to Canadian waters, is alleged to be, "another disaster in the St. Lawrence!" So far as her position goes when wrecked, the "Assyrian" may have been heading for Portland, or Boston, or New York, for when a vessel is away off from any ordinary course there is no certainty as to what was her course. One paper uses the "Assyrian" incident to show how much safer is the channel to Quebec than to Montreal!

Geography seems to have been overlooked in the school course of some of this city's critics.

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A suit has been decided by the English Court of Appeals which may cause more care to be taken in navigating vessels in a fog. The "Campania" when running in a fog in the Irish Channel at rate of 9½ knots collided with and sank a sailing vessel. Suit was brought for damages against the owners of the companies. It was pleaded that 9½ knots was the lowest speed at which this steamer could be safely navigated. The court decided that, although going at a lower speed would result in loss of handiness and risk of loss of position, which may be obtained by stopping the engines occasionally when in a fog, a steamer was not justified at going at the speed being made by the "Campania" when the collision took place. Slowing down by steamers would lessen the danger but not remove the risks incident to a fog. A sailing vessel might be sunk by colliding with an ocean liner that was barely in motion, but it is certainly most desirable for the speed of these huge monsters to be put at a minimum when in a fog. The St. Lawrence route has been injured by steamers being driven full speed when even the end of the vessel was invisible from the bridge.

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A doughty and highly-accomplished champion of British manufactures has entered the arena in their defence against the attacks of Americans. He spurns the volunteer force motto, "Defence, not Defiance," as he has "carried the war into Africa" by a vigourous onslaught on American locomotives and other products. Sir Alfred is ex-president of the British Iron Trade Associatiion. He is head of a family which has been prominent in the iron trade since its development in South Staffordshire, the Hickman blast furnaces being familiar to all who know anything of the pig iron industry, and its allied manul factories. The main point at issue is the respective qualities of the locomotives made in Great Britain and those made in the States. The former have been disparaged by American critics as more costly, not so attractive in appearance, and without certain alleged improvements adopted by American builders. Sir Alfred brings a strong body of evidence to prove that British locomotives are better built, more enduring, less liable to get out of order, more readily repaired, more efficient, and far more economical in working. To prove these points he adduces the testimony of railway engineers who pronounce the home-made engines much superior to and more economical in the long run than the American, which are more showy but less reliable. The controversy will do good. If there are any superior features in the Yankee locomotives John Bull will adopt and improve upon them. In his last letter on this topic Sir Alfred quotes the verdict of Major Johnstone, a British military engineer in Egypt, who says, "the American engines average 10 per cent. more coal than others."

Sir Alfred comments as follows:—"This, so far, confirms the reports from Burmah and Assam, and, if correct, would make American engines dear at a gift. With reference to the claim that Americans are superior in chemical research, I venture to point out that the achievements in metallurgy of Cort, Hall, Neilsen, Bessemer, Siemens, Martin, Gilchrist, Thomas and Robert S. Austin are not due to American research. I would respectfully invite you to name any American who could claim rank with them."

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The proposal to run street cars on some of the residental, and along some very narrow thoroughfares in this city, is open to most serious objections. Some streets selected for the new car routes are already far too narrow, not more than half the proper width requisite for convenience and safety. To take up the centre of such roads with electric cars means, practically, closing them to vehicular traffic. The danger of collisions would be very great. On certain residental streets the nature of the sub-soil makes them wholly unfit for such heavy traffic as street cars. The vibration they would cause would be an intolerable nuisance as well as injurious to the foundation of houses, which would inevitably bring claims for damages. The convenience of public traffic must of course be considered, but certain portions of the new