

Prominent Topics.

The Civic Elections. The civic elections in Montreal on Tuesday resulted in the most radical revolution ever accomplished in a system of municipal administration. The substitution of a Board of Control to perform the administrative work formerly done by the City Council had already been determined upon and the plan formally ratified by the electorate. Tuesday's revolution had to do with the personnel of the Council and the Board of Control. How thoroughly united the people of every section and every class were in their determination to have a complete change is shown by the vote. Nearly every candidate identified with the old regime was snowed under. With them unavoidably went a number of good men, whose retirement was necessitated simply by the reduction in the membership of the Council. The most gratifying feature of the election was the complete collapse of the race cry. The fact that every member of the Citizens' Slate for Board of Control obtained over twenty thousand votes, shows that the people of every race were animated chiefly by a spirit of good citizenship and loyalty and fairness to each other. This should teach our people to trust each other in the future more than they have done in the recent past. The calm manner in which the French electors ignored all appeals to racial prejudice and did their duty as good citizens is beyond all praise and will not, we are sure, be forgotten by their English and Irish fellow citizens.

Hudson's Bay Railway. The Hon. J. P. Graham, Minister of Railways, announces that the supplementary estimates will contain two votes in connection with the Hudson's Bay route. One to enable the construction of the railway from the Pas Mission northward; and another to enable the Department of Marine and Fisheries to ascertain whether Port Nelson or Fort Churchill will make the better terminus. As the settlement of this question will not affect the route of the railway for the first two hundred miles, construction will be commenced this summer. Mr. Graham says the new route will reduce the freight on wheat shipments five cents a bushel. Mr. Haggart says it won't. The issue is not a vital one. The construction of the Hudson's Bay railway will develop a bigger area than any other railway of the same length because it will make the whole coast line of Hudson's Bay and its tributary streams accessible from all Canada, which is equivalent to saying from all the world. The Hudson's Bay Atlantic route will

never be a serious competitor for the wheat trade with the St. Lawrence route, because the Straits cease to be navigable just about the time the crop is ready for shipment.

The Food War. "Eggs is eggs," in New York as in Montreal just now, and the Hudson County, N. J., grand jury investigating the cause of the scarcity of hen fruit and other food has discovered that in one cold storage warehouse in New York there are 36,000,000 eggs which have been there since last March. In the same warehouse 100,000 pounds of poultry have been stored since April 1. Writs have been issued on witnesses to give evidence of a conspiracy to raise prices. Meanwhile the war is going on in other directions. To off-set the meat boycott nearly five hundred Ohio farmers have signed an agreement to withhold from market all live stock for sixty days. Both the farmers and the consumers have underestimated the staying capacity of the human animal, if they imagine that abstinence from meat for a couple of months, is a serious hardship. Most meat eaters would be decidedly the better for the experience. If eggs and meat become too dear to eat, a little oatmeal will go a long way to sustain human life; and with cracked wheat on Sundays for a change, the richest man in the country can afford to laugh at the butcher.

The Late Sir George Drummond.

No man in Montreal commanded more general respect and esteem than Sir George Drummond, and few men in modern business life possessed in a higher degree the qualities which ensure the admiration of their fellow citizens. Business ability and success are rarely combined to such an extent with education, culture, artistic taste and kindly disposition. Popularity was his, without the slightest effort to obtain it, simply through the well-established habit of doing the right, the generous, the public-spirited thing from day to day. The death of Sir George leaves not one but many vacancies that will be hard to fill. Sympathy with Lady Drummond and the family will be universal and unstinted.

Comets and Floods. Professor Henri Deslandre formerly director of the Observatory at Meudon, fathers the theory that the comets' tails measuring from 75,000,000 to 125,000,000 miles in length, may have caused the European floods. The professor's argument is interesting in its details, and less wildly improbable than many modern scientific speculations; but with all deference, we are still under the impression that the floods were caused chiefly by an excess of water.