

**An Expensive Sandwich.** Recital of the misfortune which recently befell a business man of New York may possess interest for any Montrealer who has hitherto held the opinion that the keeper of a restaurant must keep guard over the clothing of his customers while they attack the bill of fare. A New York merchant had his \$50 overcoat stolen, while the owner was bolting a sandwich in one of the "quick lunch" establishments peculiar to Gotham. He sued the proprietor for the value of the garment, and obtained a verdict in a lower court. But the judgment has been reversed by a court of appeal, which held that the restaurant man is no more responsible for a customer's clothing than for his digestion.

**Transvaal Banks.** When Presidents Kruger and Steyn started a military expedition for the purpose of driving the hated British into the sea, belief in its success was evidently not general. At least this is what we infer from the report of another run on the banks at Pretoria.

Even before the actual outbreak of hostilities, when war seemed inevitable, there was a severe run on the Transvaal Post Office Savings Banks. The Standard and Diggers' "News" (South Africa) states that during the month ending July 31st only \$58,000 was deposited in these institutions, while no less than \$237,000 was withdrawn, the corresponding figures in the previous year being \$165,000 paid in and \$128,000 taken out. The returns from Johannesburg were not worse than those of Pretoria. One of the most noteworthy features is that some 600 accounts have been entirely closed as against 170 opened. Last year only 270 were closed, while 519 were opened. Having secured the gold mines, it is singular that wily President Kruger had not taken steps to prevent the rush on the Savings Banks.

**Contraband of Trade.** In the eyes of Europe, Great Britain has committed, or is about to commit, a grave error in making food-stuffs contraband of war when consigned to one of the contending parties. England, say they, is the only nation that requires to import over sea direct. Continental nations can avoid ocean risks by consignment to an adjoining country.

But Great Britain is not so foolish as would appear. She controls the sea. No nation other than the United States can hope to rival her fleet, as the necessary taxation could not be borne by any other except at the risk of internal irruptions. And while England controls the sea, the question of contraband of war will trouble her but little.

Besides, Britain's colonies can supply her wants, not perhaps now, not in esse but in posse, and it is absurd to suppose that a war between Great Britain and any European nation would arrest trade between Canada and the United States on a question of contraband of war at any rate. All the wheat Canada could not at the moment supply would readily come

from United States elevators through Canada, if necessary.

Great Britain has no need to fear her own decisions as to contraband of war.

**Excellent German Rules.** There are many good things made in Germany, and among them may be enumerated the excellent rules and regulations enforced on the street cars of German cities. From a description furnished by the Chicago "Record," we learn that only a certain number of persons are permitted to ride on a car at the same time, and that the number of sitting and standing places is plainly marked on each car.

"If a car is designed to carry thirty persons, no more than thirty persons will be permitted on that car at the same time. When anything in Germany is forbidden it is settled once for all. When a car is full the conductor displays a placard bearing the word "Occupied."

We do things differently in the metropolis of Canada. A car belonging to the Montreal Street Railway Company is designed to carry all the persons who can clamber thereon. When a car is full, no placard announcing the fact is displayed. Its appearance denotes its condition. We are unlike the Germans in another important particular. When anything in Montreal is forbidden, it is not "settled once for all."

**Cold Street Cars.**

The New York Board of Health are about to take action against a number of street railways in that city that have been complained of as not heating their cars when the temperature is below forty degrees. President Murphy of the Board of Health says that there are no penalties prescribed in the regulations for railroad companies who failed to keep their cars warm.

"Col. Murphy said, "and the Health Board takes its premises upon the persistent negligence of the companies in running cold and uncomfortable cars. The police magistrates will be called upon to enforce the law."

It is evident that these New York street railroad managers might learn a lesson from us. A conductor on our Montreal Street Railway fortunately knows more than the ordinary stevedore about stowage, and by dint of making the interior of his car resemble the Black Hole of Calcutta, and religiously excluding all ventilation, he manages to keep his passengers absolutely hot. Of course, there are people who may object just as strongly to a car warmed with foul air as to one that is "cold and uncomfortable." Perhaps the Montreal Health Board may have something to say in this matter, as a guide to their brethren in New York.

We prefer to give no credence to the rumour that our railways are about to apply to the Government for permission to sell "standing room" in their cars. Much as their passengers may desire such a privilege, these tests of human patience and physical endurance ought not to be allowed outside of Montreal.