

—Different opinions were expressed at a recent meeting of the Montreal Corn Exchange as to how money should be raised for harbor improvements. One speaker advocated the granting, by the city, of \$1,000,000. Another expressed a preference for borrowing money, while a third thought that borrowing was inexpedient, and that whatever means were decided upon, the harbor dues should certainly not be increased. He said that the trade was now taxed more than it could bear, and compared the rates in New York with those charged in Montreal. One trip of the "Grecian" was taken as an example:—Pilotage in and out Montreal, \$298.87; New York, \$177.21; wharf charges on ship and cargoes, Montreal, \$1,401.67; New York, \$636. Custom officers' fees, Montreal, \$54.50; New York, none. Port warden's tax, Montreal, \$49.14; New York, none; grain lining charges (wharfage for five voyages), Montreal, \$132.34; New York, \$37.91; total charges, Montreal, \$1,931.44; New York, \$851.12, a difference of \$1,080.32 in favor of New York.

—It would seem from the expressions at the meeting of the fish dealers, held in Collingwood, on the 12th, that there are some features of the fishery regulations which might be amended to the benefit of all concerned. To accomplish this an association has been formed to be known as the Canadian Inland Fishermen's Association, with the following officers: President, G. Stalker, Minx; vice-president, J. Logie, Southampton; secretary, A. Montgomery, Collingwood; treasurer, C. Noble, Killarney. Committee:—D. McAulay, Southampton; J. Anderson, Midland; G. P. McIntosh, Meaford; W. A. Clark, Collingwood; T. Bowie, Collingwood; A. Craigie, Goderich. A committee composed of W. A. Clark, D. W. Port, G. P. McIntosh, J. J. Long, has been appointed to confer with the Minister of Marine and Fisheries.

—A statement just issued by the Treasury Department at Washington undertakes to show the volume of money in circulation in the United States, with the amount per head of the population. In 1860 the amount in circulation was about \$425,000,000—not quite \$14 per capita. In 1865 it was \$723,000,000—or nearly \$21 per capita. Twenty years later the figures were \$1,292,000,000—a per capita of \$23. On the 1st of January last the total circulation was nearly \$1,529,000,000—a per capita allowance of \$23.37, the largest in the history of the United States. While there are different estimates as to the amount of gold in the hands of the people, these figures are regarded by the *Philadelphia Record* as approximately correct.

—In 1890 there were 364 lobster factories in Canada, 66 of which were owned by Americans. Employment was given to 28,818 hands. The total exports last year amounted to 8,001,555 pounds, valued at \$997,654. The countries purchasing these goods were as follows:

	Pounds.	Values.
Great Britain.....	3,420,775	\$436,432
United States.....	3,851,447	460,317
France	570,290	79,965
Germany.....	130,258	18,060
Belgium	11,232	1,404
British West Indies.....	10,196	723

Nova Scotia is the largest exporter, her shipments amounting to 6,224,664 pounds, valued at \$816,111. New Brunswick sent 960,550 pounds, valued at \$84,547; Prince Edward Island, being 761,775 pounds, valued at \$90,504, and Quebec 44,776 pounds, valued at \$6,440.

—Having inspected the St. Clair tunnel, Sir Hy. Tyler, president of the Grand Trunk Railway, has expressed his entire satisfaction at the manner in which the work was being prosecuted. Commodious stations to facilitate the traffic are being constructed at each end of the tunnel; a capacious ice house is already completed at the Canadian end, and ten miles of siding-tracks are in position at both entrances. Nothing is being left undone to make as perfect as possible the arrangements for handling the large traffic which is expected to pass through on this underground railway as soon as the approaches are finished.

The champion ocean greyhound is now the "Majestic," of the White Star line. Her last trip from Queenstown to New York was made in 5 days, 18 hours, and 8 minutes. This is equivalent to a continuous speed of 24½ miles per hour for more than five days, which, says the *N. Y. Bulletin*, is a feat unprecedented in the annals of any motive machinery ever invented. Had she not been delayed by a disarrangement of her machinery, the "Majestic" would have beaten the best previous record by three hours. The lead was heretofore held by her sister ship, the "Teutonic," whose time was 5 days, 19 hours, and 5 minutes.

—With the object of ascertaining the retail prices of cotton and woollen goods, dating as far back as possible and down to the present time, the United States Senate Finance Committee commenced a session in Boston on the 6th. The senators composing this committee are Aldrich, Carlisle, and Allison, the former being the originator of the idea, which is said to be strictly non-partisan. Results in tabulated form will be published in due course, and are expected to form a valuable addition to the statistics on the relative scale of prices in free trade and protection periods.

—On Monday next an increased tariff of freight rates to Montreal on grain for export will take effect on both C. P. R. and G. T. R. From points now taking 10c. per 100 lbs., advance to 12½c.; from points now taking 12½c. per 100 lbs., 14c.; points now taking 14c. to 16c. These rates will, as before, be exclusive of Montreal elevator and floating charges. The grain will be forwarded to Montreal at the published tariff rates, and reduced to the above-mentioned special rates after exportation.

—Arrangements have been made by the wholesale and dry goods firms of Montreal for the annual trade excursion on August 28th to 31st inclusive. Tickets will be good to 21st September, which will give buyers the opportunity to visit the Montreal exhibition.

SOME ANECDOTES OF SIR JOHN.

In a tilt between Mr. Holton and Sir John the following capital retort was made: "I have the floor," said Mr. Holton; "the right hon. gentleman has made a statement in a menacing manner, pointing his finger at me; and I call upon him to explain the meaning of it." "All I can say is," replied Sir John, "if I pointed my finger at the hon. gentleman, I take my finger back."

On pp. 126-127, is related a well-known passage between the late Premier and Hon. A. G. Jones of Halifax, of which only the conclusion can be quoted here. . . . "Reclamations were poured forth till the Speaker rose to the question of order and said:

"I think there is no violation of order for this reason that the hon. member for Kingston

(Sir John) was stating that such and such an assertion (about Mr. Jones) had been made, but not that it was true. If he had said the assertion was true he would have been out of order."

A member to Sir John.—"Do you believe it?"

Sir John.—"Well, I cannot say.—Well, I do believe it, if you want to know."

The Speaker.—"The right hon. gentleman is now entirely out of order."

Sir John.—"Well, then, in a parliamentary sense I do not believe it, but in the other sense I do."

In the course of the debates by which he introduced the National Policy, Sir John remarked that those manufacturers who cared to be protected at all wanted all the protection they could get. They were like the squaw who said of whiskey that "a little too much was just enough."

Mr. Davis.—"I rise to a point of order. The complaint I make is that hon. gentlemen made such a noise when I was speaking that I could not make myself heard."

Sir John.—"That is not a point of order, it is a point of disorder."

Being taken to task one day for re-appointing a delinquent civil servant who had promised to do better, Sir John retorted: "The hon. gentlemen sneered when I said to this man, 'Go, and sin no more.' I could not give them that advice, for I do not think they would take it."

Referring to the life of the Premier written by Mr. J. E. Collins, which gentleman's services as a clerk in Sir Hector Langevin's department had given rise to some questioning in the House, Sir Richard Cartwright said: "It is a happy association of ideas, and what a lamented friend of mine called 'the eternal fitness of things,' that a gentleman who in his life had done justice to so many John Collines should at last find a John Collins to do justice to him."

Some people had said his Government were insane for bringing British Columbia into the Confederation. This reminded Sir John, at a Strathroy conversation, of a story of George II. At the time General Wolfe went with a small force to conquer Canada, some one told King George that the General must be mad. The king, who spoke with a very German accent, replied: "Mat, is he? mat? Well, by ——— I wish he would bite some of my other generals." It was this madman who took Canada and added to the British crown its brightest gem.

That was an apt classical allusion, too, on pp. 140-141, when in reply to Mr. Mills' criticism of the Government's training-ship policy, Sir John joked about Scylla, Charybdis and Sylla. And when Mr. Mackenzie, in his dry way, observed: "I suppose the hon. gentleman took care to inform the U.S. and other governments that his intentions in this matter are strictly pacific," Sir John replied, "No, our intentions are solely confined to the Atlantic."

In a debate during the Mackenzie administration, Sir John was speaking of certain dismissals from office, and related this anecdote: "Sidney Smith was discussing with Lord Melbourne certain matters, when Lord Melbourne began to swear. He did not mean any impropriety by it. It was simply the fashion in the early days of the Prince Regent and George IV., but it was improper and offensive in the presence of a clergyman. Sydney Smith, in his quiet way, turned round and said, 'Now, my Lord, let us consider everybody cursed and get to business.' Now, sir," continued Sir John, "let us consider that the late administration (Sir John's), is damned, not for all eternity, but for all time, at any rate."

Mr. Mackenzie.—"We do."

Commenting on a new clause in a bill, Mr. Mackenzie said: "If that is considered an improvement it is certainly one of a Tory character."

Sir John.—"A satisfac-Tory character."

Sir Richard Cartwright, speaking of the sanitary defects of the chamber, said:—"For the last two or three days there has been an