

So cents, third class, than it was nearly twenty-five years ago.

The questions dealt with are naturally almost entirely questions of facts regarding which the railways and the consumers are in hopeless disagreement. The railways are still pleading conditions which existed twenty or thirty years ago as fortifications for discriminatory rates. The Commission finds that there is hardly a need which the people of the Far West have that cannot be supplied from territory nearly a thousand miles nearer to them than was their source of supply thirty years ago. It argues that rates introduced then for purely market competitive reasons may be to-day reasonable in themselves. It adds that a community is entitled to something more than a reasonable rate, it is entitled to a non-discriminatory rate.

**New Canadian Coins.** The design for the new Canadian ten and fifty cent coins is described in the Canada Gazette as follows:—On the 50-cent piece, obverse side, will be the effigy of the King in the imperial robe, and crown, and the inscription, "Georgivs V., Rex et Ind. Imp." The reverse side will bear the denomination, date, a wreath of maple leaves and the crown. The 10-cent piece will be the same, save for the difference in denomination.

**Agent-General for Quebec.** It is rumoured that the Hon. Dr. Pelletier, speaker of the Legislative Assembly, will be appointed Agent-General in London for the Province of Quebec. Most of the colonies, including several of the Canadian provinces, have such representatives, and two years ago the Legislature created such an office for this province, but no one has yet been appointed. The position will be largely what the incumbent makes it. It may either be a fifth wheel in the High Commissioner's coach, or it may do much to promote business relations between England and Quebec.

**Montreal Harbour Report.** The report of the Montreal Harbour Commission for 1910 shows that the revenue of the port for 1910 exceeded that of 1909 by no less than \$107,055. The disbursements charged to capital account for the year were \$812,660, of which sum \$435,812 was for interest charges, and the loans on capital account amounted to \$1,300,000. While the number of ships entering the port was 39 in excess of that recorded for 1909, the tonnage of ships increased over the previous year by 220,000 tons, thus showing that the work that has been done and the money spent in the improvement of the ship channel is commencing to bear fruit. The revenue accruing from the vessels showed an increase of more than \$100,000 over the figures for 1909.

**Railway Accidents in the United States.**

American railways are killing fewer people, but still far too many. The Accident Bulletin issued by the Interstate Commerce Commission shows that in the three months ending March 31, 2,124 persons including 706 employes were killed and 10,074 injured. This is a decrease of 229 in the killed and 2,008 in the injured, as compared with the corresponding quarter last year. The figures, however, are still appalling and it is difficult to imagine any possible excuse for such an awful slaughter. It is too high a price to pay for haste and "economies." By haste, we do not mean fast trains, because English experience shows that there are fewer accidents to the fast expresses than to any other trains and that a man on a fast train in England is about as safe as in any place in the world.

**Montreal Floating Dry Dock.** The report of the Harbour Commissioners, referring to the floating dry dock, which Messrs. Vickers, Sons & Maxim are building and will operate, states that the dredging of the site at Molson's Creek has been carried on continuously, and it is expected that the dock will be installed and ready for work in the spring of next year. The plans, which have been approved for this work, call for the reclamation of some 30 acres of land, which will be sufficient to provide sites for all the workshops and other buildings that may be found necessary.

**Imperial Parliament.** There is such a thing as paying too high a price for parliamentary victory. The tone and prestige of the British Parliament have been greatly lowered by the tumultuous scenes that have taken place at Westminster within the last few days. The blame is not all on one side. If the Unionists are open to the reproach of unconstitutional obstruction, the ministerialists are open to the reproach of straining the constitution to the breaking point by their calmly avowed intention of using the main force at their disposal, to carry out their policy by packing the House of Lords. It is very much to be regretted that the King, so early in his reign, should be thus dragged into the vortex of party politics. It would be absurd to pretend that the Government has any mandate to radically change the constitution of the United Kingdom at such a price.

Sao Paulo's gross earnings for June are \$282,558 against \$241,858, increase, \$40,700; net earnings, \$173,301 against \$154,430; increase, \$18,871. Gross earnings from January are \$1,684,253 against \$1,387,425; increase, \$296,828; net earnings, \$1,060,466 against \$885,271; increase, \$175,195.