

Prominent Topics.

Automobile Regulation.

Another unfortunate automobile accident serves to call attention once more to the danger to human life caused by the rush of automobiles up the Beaver Hall hill. Something will have to be done to regulate the use of automobiles in Montreal. It is a difficult subject to deal with effectively, but it will have to be tackled.

Sherbrooke Street Sewer Again.

There has been another cave-in on Sherbrooke Street and the consequences came near to being very serious. It would be interesting to know what will reduce the number of these accidents on the line of the sewer, which has taken so many years to build. Is there sufficient supervision over this work? According to information received, there are plenty of engineers at the City Hall, but there must be something radically wrong.

The Titanic's Victims.

The recovery of so many of the bodies of the Titanic victims is something new in the history of shipping disasters, and must be credited largely to wireless telegraphy. It has falsified altogether the too easily accepted theories that the intense water pressure at great depths would prevent the possibility of recovery. The world has learnt and unlearnt much from this, the worst wreck in all history. Among the Montreal victims, Mr. Allison's body has been landed and Mr. Hays' body will reach Halifax within a few days.

France and America.

To-morrow morning a meeting of the Montreal Board of Trade, La Chambre de Commerce Française de Montreal and La Chambre de Commerce du District de Montreal, will be held in the Exchange Hall of the Board of Trade, to receive a delegation of representative French gentleman organised by the Comité France-Amérique. The object of the French organisation is to promote more intimate relations between France and the American continent and the delegation will certainly get a sympathetic hearing from the business men of Montreal.

Swiss War Notes.

The Swiss National Bank has printed \$6,000,000 of 20 franc war notes and stored them for use as emergency circulation in case of a European war. The amount does not look large for a European war, and it is to be hoped that there is no immediate probability of it being wanted. The great power which violates the neutrality of Switzerland, will have to fight against a good deal of patriotism and a good deal of topography. It seems to be taken for granted that in the event of an attempt to invade France, neither Belgian nor Swiss neutrality will be respected more than is necessary.

Chinese Loan.

The fact that China is endeavouring to float a \$300,000,000 loan is no indication that the reorganised nation is in danger of bankruptcy. The country has just emerged from a costly civil war and from an era, many centuries long, of corruption and graft. Before the war with Japan the national debt was trifling, but the war and the indemnity cost \$172,500,000 and foreign loans had to be raised, one French, \$79,100,000 and two Anglo-German amounting to \$160,000,000. From 1899 to 1907 \$61,000,000 was borrowed for railway purposes, and in 1909 China's national debt totalled \$700,000,000.

China's immediate danger lies in the reopening of the civil war if the troops are not soon paid, and the scramble of the foreign powers for the privilege of controlling the finances of the new republic. The country is not destitute of resources.

Safety at Sea.

The Titanic disaster is one more grim reminder that "what everybody knows, generally is not true." Everybody "knew" that there was no safer place in the world than on board one of the English express trains except on board a first-class ocean steamship. A short time ago it was actually proposed (in convocation, we think) to alter or abolish the special prayer for those travelling by land or by water; on the ground that there was no more danger in travelling than in staying at home. One of the first results of the wreck of the Titanic has been to create among the maritime nations a demand for greater safety on ocean liners. The feeling is a natural and reasonable one, and is almost certain to bring about concerted action by the maritime powers to lessen the danger of shipwreck which is evidently not a thing of the past, even on the biggest and most costly steamers. The fierce resentment which followed the shock, will give place to a mood more reasonable and practical and we have no doubt, that greater safety at sea will be the result. The feeling is universal to-day that if as much care had been bestowed upon the safety of human life as has been devoted to luxury, speed and bigness, many more and perhaps all of the lives on the Titanic might have been saved.

Mr. William Robb, ex-City Treasurer of Montreal, returned to the city last night after spending four months in the south. We were delighted to see Mr. Robb looking remarkably well and to hear that he had been much benefited by his rest. The City of Montreal owes a great deal to Mr. Robb, who was probably one of the most intelligent and painstaking city treasurers on this continent.