

Prominent Topics.

Mayor Gaynor. The news that Mayor Gaynor is making rapid recovery is most gratifying. Even his would-be assassin expresses pleasure at the news, and certainly nobody has stronger personal reasons for being pleased at the failure of his foolish and atrocious attempt to murder a man he did not even know by sight. The net results of his effort are to ensure him a long term of imprisonment and to make Mayor Gaynor one of the most popular men in the United States.

Intercolonial Extension. Senator Jaffray wants the Intercolonial Railway extended to Toronto. Why not to the Pacific?

We cannot have too many trans-continental railways. Montreal would have no objection, because the Montreal man feels that he cannot have too many ways of getting out of Toronto. There is, however, just a possibility of Canada going ahead a little too rapidly in railway development. There is a lot of unfinished business on hand and national money-spending schemes galore in sight.

Royal Mint. The annual report of the Deputy Master of the Royal Mint for 1909 shows that the value of the gold coin issued by the Mint was £13,800,000, of which £11,800,000 was in sovereigns and £2,000,000 in half sovereigns. The branch mints at Sydney, Melbourne, Perth and Ottawa turned out £9,742,112 in gold, of which £9,627,054 was in sovereigns and £115,058 in half-sovereigns. The issue of Imperial currency in silver amounted to £1,389,599 and in bronze to £121,811. The gold bullion received for coinage weighed 4,079,739,260 oz., the value being £15,885,884 14s. 10d. Light gold coin to the amount of £3,000,000 was received for re-coinage, the value of the deficiency in weight was £31,729 11s. 8d., the average loss on each sovereign 1.993d. and on each half sovereign 1.588d.

Canadian Bounties. In 1909, a bounty of \$214,705 was paid upon 126,297 tons of pig iron made from Canadian ore, comparing with a bounty of \$213,458 upon 101,647 tons in 1908. Upon pig iron made from imported ore a bounty of \$425,402 was paid upon 607,718 tons in 1909 as against a bounty of \$569,166 upon 517,427 tons in 1908. Thus a total pig iron bounty of \$640,103 upon 734,015 tons was paid in 1909 comparing with a total pig iron bounty of \$782,628 upon 619,074 tons in 1908. The bounty rate in 1909 (fiscal year) upon pig iron from Canadian ore was \$1.70 per ton, and upon iron from foreign ore, 70 cents per ton. The rate this fiscal year is 90 cents and 60 cents per ton respectively. Upon steel ingots in 1909 a bounty

of \$766,470 was paid upon 729,189 tons as compared with \$917,876 upon 556,289 tons in 1908, and upon steel wire rods, the bounty was \$488,432 upon 81,405 tons in 1909 as against \$297,778 upon 49,630 tons in 1908. Last year's rate of bounty upon steel was \$1.05 per ton and this year is 60 cents. The total bounties upon iron and steel were in 1909, \$1,895,011 against \$1,998,283 in 1908. On lead production a bounty of \$346,527 was paid in 1909 against \$307,133 in 1908 and upon petroleum, which showed a decrease of about 20 p.c. in the quantity produced the 1909 bounty was \$220,896, comparing with \$277,193 in 1908.

Flies and Fumes. The London Daily Mirror declares that the air of the London streets is purer than ever before, thanks partly to the fumes from the gasoline motors which are alleged to be fatal to flies. It says: "Londoners are constantly denouncing this vapour as a nuisance. Really, however, it is beneficial to their health." Either the London gasoline is a better insecticide than the Montreal gasoline, or the Montreal flies are more robust than the English flies. We rather suspect that the displacing of horses by motors has had more to do with lessening the plague of flies, than the fumes have had. The fly is a parasite on man and horse, but he originates with the horse. If the question were put to the vote in Montreal, our people would say: "Leave us the flies and take away the gasoline." It only requires a little vigilance and common sense to escape the fly nuisance. There is no escape from the gasoline.

Our Street Improvements. The principle upon which the streets of Montreal are being improved is, as Lord Dundreary would observe, "a thing that no fellah can understand." Some of the best houses in Montreal will soon be so entirely surrounded by improvements that access to them by vehicle will be impossible. Take Drummond Street as a specimen brick. The road from St. Catherine Street to Sherbrooke Street is ripped up, the steam roller doing interesting "stunts" in the process. Many cart loads of stone are dumped on one side, and many cart loads of sand on the other, so that neither side can be jealous. Then the workmen fold their tents like the Arabs and silently steal away. They are not using the street themselves, but they have made it so that nobody else can use it. For four days it has been deserted, silent and impassable. The adjoining section of Sherbrooke Street is much like unto it. The sewer is opened and left open. Why not concentrate the force of the Road Department on finishing one job before starting another. The city cannot do every street at once but when it commences to rip up a road the men should stay with that job until it is finished.