

great nation to the south it had been found that all the give was on one side, and all the take on the other. The United States has gone further and further in the direction of isolation, and so Britons must turn from their cousins of the States to their brothers of Canada." He hoped to see a stronger Imperial sentiment developed in the old land and the colonies that would bind them closer together.

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Mr. H. C. Richards, K. C., M.P., made a lively speech in which he said that, "in this city I have discovered streets of mud in rich neighbourhoods, and in poorer districts I have found asphalt pavements." Mr. Richards thought the expenditures should be more equalized, but the mud he saw represents the well-to-do minority of voters and the asphalt represents the majority, who use the taxes of the well-to-do to improve sections of the city where they are least needed and where the smallest taxes are paid.

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The Honourable Mr. Fisher advised the visitors to learn the lesson that in the investment of capital, the successful control of the investment cannot be made from London, any more than can the successful governing of the colonies be done from Downing street.

Speaking of the St. Lawrence route, Mr. Fisher thought that poor seamanship had much to do with accidents that had occurred, and that there were not so many dangers on this route. In the matter of steamship subsidies, the Imperial Government had recently granted great assistance for a line between Great Britain and the United States, and he considered that equal assistance ought to be given for a line between Great Britain and Canada.

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It is likely that some of the banks will increase their capitals in the near future. A special meeting of the shareholders of the Bank of Montreal will be called to consider the amount of the increase which it is proposed to make, and which it is understood will be in the vicinity of \$3,000,000. The Molsons Bank will also likely decide in the near future upon an increase.

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According to the Wall street "Journal" the Grand Trunk Railway is negotiating with the proprietors of the Canadian Northern system with the object in the near future of having a transcontinental line from the Atlantic to the Pacific. There is certainly room for more than one transcontinental line in Canada, and in addition to the railway and other facilities which at present exist, it is unquestionably necessary that additional transportation facilities be afforded to the Northwest for the transportation of grain, etc.

The other speakers, the Hon. Mr. Tarte, Mr. Monk and Dr. Guerin, were well received. Sir Albert Rollit proposed the health of Mr. McFee, President of the Board of Trade, who was highly complimented all round for the excellence of the arrangements, and the British guests were enthusiastic in their praise of Canadian hospitality.

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Hon. Mr. Sifton, minister of the interior, spoke of the transportation problem and of the movement of farmers from the western states to the Canadian Northwest. He was glad to see these people come, for he was certain they were a desirable class, and would make excellent citizens. He was sorry that the same number of British people were not arriving. If the people of Great Britain do not come soon they may find that the best land has been taken up by the people from the south.

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The city has just compromised a claim made against it for damages caused by a defective sidewalk, by paying the complainant \$1,000. The repairs needed in this case would have cost at least 50 cents to a dollar, so it is manifest what a splendid stroke of management it was to save this outlay. Day after day for weeks the police passed over this spot, or went around it to escape a tumble and probably a broken limb, but no report was made of the danger as the city's by-law requires to be done when a policeman notices a dangerous sidewalk. If a specimen is needed of how such accident breeders are neglected, a walk up University street, Union avenue, Prince Arthur, would reveal hundreds of feet of planking that are very dangerous. Waiting for a suit for damages seems the attitude of the officials in respect to scores of danger traps.

#### PERSONALS.

MR. T. J. ALSOP, of Liverpool, assistant manager of the Liverpool & London & Globe Insurance Company, is at present in Montreal, and attended the Insurance Institute banquet on Wednesday evening.

MR. CHARLES M. HAYS, 2nd vice-president and general manager of the Grand Trunk Railway, will, it is understood, become a director of the Merchants Bank of Canada.

MR. J. PITBLADO, manager of the Montreal branch of the Bank of Nova Scotia, has purchased a seat on the Montreal Stock Exchange, and will, it is understood, be put up for election as a member without delay. Mr. Pitblado has, with the exception of eighteen months' service with another institution, been identified with the Bank of Nova Scotia since 1882. He has represented it in Portage la Prairie, Man.; Fredericton, N.B.; Charlottetown, P.E.I.; Toronto and Montreal. He joined the Bank in Winnipeg, in August, 1882.