

system, cleaning of the streets, and the advantages of a good business administration for the city.

Going into the details regarding the water system, Mr. Wanklyn pointed out that within 18 months we would have a system in Montreal which would be second to none on the continent. Engineers had been employed to give advice regarding the best sources of water. They had investigated the possibility of drawing the water supply from the Laurentians, through conduit pipes, a distance of some 40 miles. Mr. Wanklyn pointed out that the verdict of the engineers was strongly in opposition to drawing the water supply from this centre. They recommended that the water be drawn from the St. Lawrence, and claimed that this was the greatest fresh water supply in the world. To make the St. Lawrence water suitable for drinking, however, a filtration plant would be necessary. Mr. Wanklyn pointed out that they were now expending a large sum of money on the installation of a filtration plant, and that by the end of 18 months they would have a plant with a capacity of 150,000,000 gallons in 24 hours. The present water consumption in the city is 40,000,000 gallons per day. This supply would be secured by having two six foot intakes stretching 1,250 feet out into the St. Lawrence river, and it was their intention to blend the water of the St. Lawrence and the Ottawa, by which means the hardness of the latter would be counteracted.

Speaking of the lighting question, Mr. Wanklyn said that inside six months they would have 2,500 lights of an improved kind instead of the 1,600 now in use. The new lamps would have increased lighting capacity, in many cases four times that of the present lamps. He also hinted that the question of a municipal lighting plant was a probability in the near future.

Regarding other improvements, the Controller stated that already this year \$1,250,000 had been spent, and a better showing had been made by the expenditure of this money than had ever been possible before.

In concluding his address, Mr. Wanklyn said that if the Board of Control system of government was to continue in Montreal it would be necessary for the citizens to take a live interest in the work which they were doing. In the past Montreal had suffered through the indifference of her citizens, and if they did not wish for a return of the old regime it would be necessary for all loyal citizens to rally to the support of good government. Certainly more has been accomplished under the Board of Control in the few months in which they have been in existence than in as many years under the old order of favoritism and graft.

CANADIAN PACIFIC ANNUAL MEETING.

THE 29th annual meeting of the shareholders of the Canadian Pacific Railway, was held on Wednesday of this week, in the company's offices, with Sir Thomas Shaughnessy in the chair. The meeting was of unusual interest, following as it does the most remarkable year's earnings in the history of the company. These figures show gross earnings of approximately \$95,000,000, working expenses of \$61,000,000, and net earnings of almost \$34,000,000. The increase in the net earnings over the figures of the previous year was approximately \$10,900,000. Altogether the past year was the most successful in the company's history.

The company's plans for the coming year, based largely on the splendid showing made during the past year, called for several changes in policy. Sir Thomas Shaughnessy announced that hereafter dividends would be paid quarterly instead of half-yearly, as at present. He also intimated that the forth-coming year would see a large proportion of the profits divided among the shareholders. He pointed out that the dividend had been increased this year from seven to eight per cent. but the splendid earnings of the company warranted a further increase. He stated, however, that the coming year would probably show decreased earnings, owing to the smaller wheat crop, and it would also be necessary to provide a large surplus which could be used in times of need. However, after providing this large surplus, he felt the company would be justified in making some further allotment to the shareholders. The directors will take up the matter and decide at some date in the near future just what form this further participation will consist of.

The third point of interest touched on by Sir Thomas was to the effect that an announcement might be expected inside of the next few weeks regarding changes in the Atlantic and Pacific Steamship lines. The business on the Atlantic had grown to such proportions that the two *Empresses* were no longer adequate to cope with the traffic offered, and larger and faster boats would have to be provided. The same is true of the *Empresses* on the Pacific Ocean. Although Sir Thomas did not definitely state what the intended changes would consist of, it is generally believed that the two *Empresses* on the Atlantic will be transferred to the Pacific Ocean, and newer, larger and faster boats will be secured for the Atlantic trade.

A pleasing feature of the meeting was the kindly reference made by Sir Thomas Shaughnessy to Sir William Van Horne, the retiring chairman of the Board. Sir Thomas attributed the wonderful success of the C. P. R. to the careful and systematic work carried on by Sir William Van Horne, during the early days of foundation laying.

"The directors in common I know with all

the shareholders, have a keen appreciation of the splendid services rendered to the company by Sir William, first in the early days of construction when there were physical and financial difficulties to be overcome that seemed almost insurmountable, and later when the railway having been completed to the Pacific Coast, it became his duty to formulate a policy of branch line construction, to establish relations with connecting railways for the interchange of business, and to complete and perfect an organization for securing traffic and for handling it as economically as circumstances would permit. With the pessimism that then prevailed at home and abroad he might easily have been discouraged, and the location and building of branch lines with great rapidity in a territory so vast furnished ample opportunity for error, but he was not given to discouragement and the soundness of his judgment, as well as the accuracy of his work, have stood the test of time and experience."

Sir William Van Horne later took the opportunity of replying to the expressions of Sir Thomas Shaughnessy. He said: "I feel, and I have felt for many years, that whatever credit I am to be entitled to in connection with the Canadian Pacific Railway, is most largely due to the fact of my having been instrumental in bringing to Canada Sir Thomas Shaughnessy. I have been intimately associated with him for 30 years, and during that time the feeling that has grown up within me towards him cannot be described in the ordinary words of esteem. I feel that you, as shareholders, are to be warmly congratulated on having the affairs of this company in such able, active, and clean hands as Sir Thomas Shaughnessy."

Such expressions of mutual esteem from the heads of a great Corporation is somewhat unusual, and calls for comment.

RECENT FIRES.

Montreal, Que.—Caledonian Laundry. Damage \$3,000. No insurance.

Goderich, Ont.—Organ Co. Damage \$100,000. Covered by insurance.

Three Rivers, Que.—City Hall. Damage \$20,000. Covered by insurance.

Amherst, N. S.—Two stores. Damage \$30,000. Insurance covering loss.

Cornwall, Ont.—William Malony's barns. Loss \$2,000. Insurance \$600. Cause of fire, lightning.

Napierville, Que.—Delery Seigniory College. Heavy loss.

Granby, Que.—Robert's barn. Loss \$3,500. Insurance \$1,600.

Quebec—Joseph Gilbert's dry goods store. Loss \$15,000. Insurance \$8,000.

Railway Earnings.

DETROIT UNITED GROSS.—Detroit United for third week of September \$189,322, an increase of \$35,295.