

ments had been made and were in progress for lighting the St. Lawrence route. Ere long the river will be navigable at night between Quebec and this city. There is also a prospect of an ice-breaking vessel of great power being secured and operated to keep the channel open some weeks later, and open it some time earlier than natural forces, if left so.

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The work of clearing the lanes of the accumulations of winter cannot be too vigorously pushed forward. Already the proofs are only too evident that in many lanes were thrown things, the emanations from which are highly offensive and unhealthy. The children playing in these receptacles of household garbage become infected with disease, as a number of parents just now are realizing. Special efforts need making at this season to clear the lanes of what never ought to have been thrown there. More persistent "house incineration" needs practising everywhere.

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The unusual spectacle may be seen any day of an Ontario Judge holding his Court in this city, by special authority of the Federal Government. The work set him, is to enquire into the alleged employment of aliens as civil engineers by the Grand Trunk Pacific Railway, the "aliens" in this case being stated to be citizens of the United States. How far it is desirable for one nation to prevent foreigners being employed within its bounds, is a grave and delicate question. Now that Canada provides for the thorough education of civil engineers, especially at McGill College in this city, it is doubtless desirable to give those who have received such training every reasonable opportunity for practising their profession in connection with the public works of their native country. It is, however, quite possible for any boycotting of Americans to provoke retaliation, which, if carried out thoroughly, would lead to the expatriation of a number of native Canadians who are occupying very responsible positions as civil engineers in the United States, as are a number of physicians, and clergy who were born and educated in the Dominion.

THE MONTREAL LIGHT, HEAT & POWER CO.

The third annual meeting of above company was held on 1st inst. Mr. Holt, president, stated that the results for past year had been very satisfactory, the gross earnings were more, and net receipts better than in previous year. He thought the operating expenses in the future would be even more satisfactory. He declared that this city could not manufacture gas as cheaply as was done by the present company.

The following directors were re-elected:—H. S. Holt, president; W. McLea Walbank, first vice-president; R. Forget, second vice-president; Hon. L. J. Forget, Hon. R. Mackay, Lt.-Col. F. C. Henshaw, H. Montagu Allan, C. E. L. Porteous and Hon. H. B. Rainville.

QUERIES COLUMN.

In order to furnish our readers with information, we propose to devote this column to replies to correspondents. Letters should be addressed to "THE CHRONICLE, Enquiry Department, Montreal."

Answers will only be given to such communications as bear the writer's name, not for publication, but as evidence of good faith, and only to questions referring to matters of general interest, in regard to which the Editor of Queries' Column will exercise his own discretion.

1202. XLV., Napanee.—The Port Hood Coal Company has been in operation for about five years. Its mines are at Port Hood, C.B., and produce about 300 tons per day. They have an issue of \$750,000, 6 per cent. bonds, interest on which was paid regularly up till the 31st March last, but the coupons due then have not been paid. The preferred stock, of which there is \$250,000, entitled to a 6 per cent. cumulative dividend, was floated at 90, we believe. The common stock issue is \$750,000, and sold at thirty last year. There is no market for either stock at present, and no quotation.

103. T. H. J., Toronto.—The net profits of the Canadian Pacific Railway for 1900-1, were \$10,870,927; 1901-2, \$12,873,035; 1902-3, \$14,966,351. The total interest charges, 1902-3, were \$5,507,616.

1205. S. B. C., Collingwood.—The income bonds of the United Railway and Electric Company of Baltimore, Maryland, have passed the interest which should have been paid to-day. This action was largely due to the trouble occasioned by the great fire in January.

1204. R. B. R., Toronto.—The statement has been given out that the dividend upon the Colorado and Southern first preferred stock due next October, has already been earned. The stock is now selling at 49, and looks cheap.

1206. D. L. P., Halifax.—The Atlantic and Danville was originally built by Green & Bateman; it passed through foreclosure and rebuilding, and was afterwards taken into the Southern System. The first mortgage bonds are a good investment.

PERSONALS.

SIR WILLIAM HOWLAND celebrated his 93rd birthday on the 29th ult. Sir William is one of the "Fathers of Confederation." He was for many years president of the Confederation Life Association, on the Board of which he remains as a director. He has our best wishes for prolonged years of health.

MR. RUSSELL, of the Railway Passengers, passed through the city this week, on his return from a visit to the Maritime Provinces.

MR. CHEVALIER CREAM, manager of the National Assurance Company of Ireland, who has been in Canada for some time, in connection with the transfer of the Canadian business of his Company to the Western, is at present in Toronto. He expects to be in Montreal in a few days. The National continues its business in the United States, and elsewhere.