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RAILWAY DECORATION. THE Canadian Pacific floral department on Tuesday last sent out eighty thousand parcels of garden seeds, to be sown by its employees at about two thousand stations. Both the C. P. R. and the Grand Trunk are doing admirable work in encouraging and facilitating the beautifying of their stations. An attractive railway station does more than almost anything else to create a favourable impression about a town. The station is all that many of the passengers see of the town. The various municipal authorities might well take a hint from the railway companies, and encourage their people to try to live up to their railway stations. Beauty has a tangible real estate value. Compare some of the neglected, hideous looking villages we all know with the pretty, bright-looking home centres made charming by a few pounds of paint and a few packets of flour seeds. There is simply no comparison between the land values in the two places. It only needs a little suggestion, a little help and encouragement to improve hundreds of our Canadian villages fifty per cent. in value and a hundred per cent. in appearance. A very little public encouragement would stimulate a great deal of individual effort and co-operation. The C. P. R. gives a \$50 prize for the best railway garden in each general superintendent's division, and \$10 for the best garden in each district superintendent's division. The investment will undoubtedly produce handsome returns.

NAVAL DEBATE. THE debate upon the Naval Bill, in the House of Commons, has ended with a result that was a foregone conclusion. The results of all parliamentary debates in Canada are foregone conclusions, and save for the slight educational effects upon the country, the debates might as well be omitted. For all practical purposes in connection with the early possibilities of war, the sum total of Canada's contribution to the naval defence of the Empire is represented by the purchase of the Niobe and the Rainbow from the British Admiralty, and their use as training ships. To-day "our King needs men" more than money for his Royal Navy, and the Premier states that the two ships can train 425 men and 40 officers at a time. There is no better recruiting ground for the Navy than among the fishermen

of Nova Scotia, New Brunswick and Quebec; because the available material along the shores of the United Kingdom must be fairly well exploited. In this way Canada may do a very real service to the Empire. If after a little preliminary tasting and training the Canadian naval recruits are transferred to English Dreadnoughts and their places quickly filled by other "sucking Nelsons," the Niobe and the Rainbow may be of substantial service.

RAPID TRANSIT FOR MONTREAL.

IT will be disappointing if some one at least of the Subway Bills now before the Quebec Legislature does not result in some kind of hole in the ground in Montreal. Sir Lomer Gouin is taking a remarkable and public spirited attitude in insisting upon guarantees of good faith and financial ability as conditions essential to the granting of any charter. But daily it becomes more and more evident that Montreal cannot depend much longer upon surface railway facilities. The Montreal Street Railway Company frankly declares that its surface capacity is, under present conditions, about exhausted. We see no reason whatever why there should be any lack of faith in the possibilities of rapid transit in Montreal. The new roads will create their own traffic and build up their own territory. Montreal hardly began to grow out of the country town stage of existence until the Montreal Street Railway Company, in the face of determined public opposition, inaugurated its electric system. The city and the street railway have grown together; and so it will be with a subway system as efficiently managed. In New York every additional facility for rapid transit only seems to increase the demand for more facilities. Elevated, surface and subway roads cannot accommodate satisfactorily all the traffic, formerly handled on a given route by horse cars. It may be said that to compare New York conditions with Montreal conditions is to compare the great with the relatively small. True enough, but New York and Montreal have some things in common. The lines of traffic in New York are mostly long parallel lines. The lines of traffic in Montreal are two long lines at right angles to each other; these lines are densely populated, and the population per acre is rapidly increasing. We have reason to believe that both the faith and the capital for an underground system of rapid transit for Montreal are available.