

# The Chronicle



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### SHERBROOKE STREET PAVING.

**T**HE City Surveyor reports that it is too late to improve the paving of Sherbrooke Street this year. It was ever thus. It is always too late or too early to do anything towards the paving of Sherbrooke Street.

to use the streets for a garage. In Paris it was the custom, said Controller Wanklyn, to flag a machine which was emitting too much smoke, which was a good idea for Montreal to copy.

Some day the automobile will take its proper place as a useful servant of humanity. To-day, thanks to the lack of intelligence or lack of consideration of the automobilist, it is a public nuisance. It is a nuisance when it is standing still to obstruct the street and spoil the paving and find amusement for small boys in blowing the siren. It is a greater and more dangerous nuisance when it is rushing with great noise and smoke through the crowded thoroughfares. The City Council and Board of Control can hardly go too far in restricting these nuisances.

### FREE PUBLIC READING ROOMS.

**A**LDERMAN Carter has submitted to the Montreal City Council the following resolution: "That the Board of Control is requested to take into favorable consideration the establishing, in suitable localities, of one or more reading rooms, to be supplied with daily papers, magazines and writing material."

The rooms would, no doubt, be appreciated and their establishment would give an opportunity for much interesting discussion as to what papers and magazines should be put on the Index.

### SIR WILFRID AND MR. BORDEN.

**N**OTHING became Sir Wilfrid Laurier's term of official life better than his graceful manner of leaving it. He has accepted the adverse verdict of the electorate loyally and good temperedly, and his cordial attitude towards Mr. Borden is an example to be commended and imitated. A loyal and efficient opposition is as essential to our system of government, as a loyal and efficient administration. After his victory in the last election, Sir Wilfrid was anxious to see Mr. Borden in the House, and we may be quite sure that Mr. Borden is no less glad that Sir Wilfrid has consented to lead the opposition, for the present at least.

### MOROCCO QUESTION SETTLED.

**A**N agreement has been completed between France and Germany on the Morocco question and apparently nothing remains but for the Kaiser to withdraw his warships from Agadir. Germany has obtained a valuable concession in the French Congo hinterland as compensation for its non-existent rights in Morocco, but the concession is small compared with the German government's demands. Unless the Turko-Italian dispute in Tripoli causes a re-opening of the whole North African question, Germany has no further excuse for intervention.

### THE EXPLOSION ON A FRENCH WARSHIP.

**T**HE keenest sympathy is felt with France in the loss of her splendid battleship, the Liberte, with her crew of 400 men. The sympathy is not unmixed with some suspicion of treachery. At first the explosion was attributed to deflagration of B powder, but Minister Delcasse says positively that this was not the case and that the causes will have to be sought elsewhere. The fact that fires broke out on the morning of the explosion on two other ships of the French Navy, the Patrie and the Saffern, looks like more than a coincidence. If the explosion really was caused by deflagration, every ship carrying the same kind of powder is in imminent danger, and the navy is anything but ready for war.

### AUTOMOBILE NUISANCE

**T**HE Montreal Board of Control has reported to Council asking that a by-law be prepared on the regulation of motor cars in Montreal. When asked as to the damages to asphalt pavements by these motors, Controller Wanklyn replied that the dripping of gasoline on asphalt had an injurious effect. This was done when a machine stood for hours in one spot, and they wanted to prevent it. In Winnipeg an automobile was not allowed to stand longer than twenty minutes in a street, while in Montreal they were allowed to stand all day when the owner chose