

The Typhoid Scare. An old adage says that: "Doctors differ and patients die." Some people say that typhoid is caused mainly if not altogether by bad water, others allege that it is principally owing to impure milk. There are still others who trace the origin of the disease to oysters. Probably one of the main causes is altogether ignored, namely, want of ventilation and the great pressure of sewer gas at this time of the year when the gullies are all sealed up and the only ventilation for the sewers is inside the houses of the citizens. Some are urging that the water be boiled, others that the milk be boiled, still others consider that the Health Department should be roasted. There is a great lot of talk about "microbes," "bacteria" and what not, with regard to which, with all respect to the powers that be, there seems to be a great deal of ignorance. Did it ever occur to the people who talk so glibly about the sickness now prevalent, that it cannot possibly be the old-fashioned typhoid which took twenty-one days to develop and lasted for weeks. The patients are only in the hospital for about two weeks. Some other name might be invented? The erection of ventilating shafts for the sewerage system, would tend at any rate to improve the general health of the community. Meanwhile the papers and the people who are making so much sensation over this matter are inflicting no little injury upon the city and the surrounding municipalities.

The Motto of France.

The motto on the French coinage is to be changed from: "God Protect France," to "Liberty, Fraternity, Equality." The change is symptomatic, it indicates a disposition on the part of the powers that be to quarrel not only with the Church, but with religion itself. If this is not the deliberate intention the time is badly chosen for such a change. It cannot fail to remind people of some of the childish excesses of the first French revolution.

The Dominion Iron & Steel and Dominion Coal Companies.

There still continues a great deal of discussion about this matter. It seems to us that it is a question which could be solved by the directors themselves, more especially as we have before stated, seeing that about half the directors of one company are also directors of the other, and that they are among the leading financial men of the Dominion.

The Steel Company's claim against the Coal Company amounts to within half a million dollars

of the entire capital of the latter, or in exact figures to \$15,468,580. One would think that it would be much cheaper for the directors of the two companies to discuss such claims as these among themselves than to have them discussed by the lawyers in the courts.

The Gas and Electric Light Question.

The Gas and Electric Light problem still hangs fire, no further progress, so far as we know having been made. The latest is that the assistance of two professors of McGill University has been called into requisition, to promote some basis of agreement which shall be fair to all. The question will be settled just as soon as the aldermen decide to settle it, but evidently no sooner. But in all seriousness we would point out that it is in the interest of the city that this question should be settled, and we have no hesitation in saying that with modifications, the lines given by Alderman Payette, which are very much in accord with the views expressed by this journal, from time to time, are a fair basis for settlement and in every way conserve the best interests of the City of Montreal.

Marine Underwriters.

The Montreal Marine Underwriters' Association has been organized in connection with the Board of Trade. Its special aim will be to secure beneficial interchange of views upon, and consideration of, all matters pertaining to the general conduct of marine insurance, such as:

1. The selection of correspondents in British America for attention to wrecked and damaged property, and such protection thereof as may be duly authorized.
2. Measures for procurement and use of early and accurate information of shipwreck or other disaster.
3. The principles and rules of average adjustments and provisions for arbitration of difference upon such adjustments.
4. To aid in any movement that may tend to improve the pilotage and navigation of the Gulf and River St. Lawrence.

Mileage in United States.

The Mileage of new railroads constructed in the United States during 1906, according to the records kept by the Railroad Gazette, is approximately 5,628 miles. This figure includes 57 miles of new main track relocated, but does not include any second, third, or fourth track, or sidings, or electric lines.