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R. WILSON-SMITH, Proprietor

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THEY DO THESE THINGS BETTER IN OLDER LANDS. **B**ritish Board of Trade statistics show that not a single passenger lost his life in a train wreck in the United Kingdom during 1908. And such a year's record is not unusual. In scarcely less striking contrast to conditions on this side of the Atlantic is the comparatively small number of deaths caused in any way by British railroads in the course of a year—including accidents at crossings and mishaps to trespassers.

Many explanations suggest themselves. But back of nearly all of them is this,—that human life is held to be of more value in the old land than in the new.

Nothing evidences this more strikingly than the unchecked frequency of automobile accidents on this continent. According to Chicago police records, automobiles killed 50 persons and injured one thousand others during the first seven months of 1909, within the limits of that city alone. Can any such state of affairs be imagined as tolerated for a single day in a British city?

A MODERN AS for us in Canada, are we to follow London or Chicago in these break-neck autoing days? A few weeks ago automobile races near Montreal were marked by a fatality that was recalled last week by the grim record of seven deaths at the opening meeting of the new Indianapolis speedway. In Toronto a week ago, two victims of "joy-riders" were reported as dying on the same day in city hospitals.

At best, to the man who walks perforce, the automobile is a species of dread Chimera—

"Amazement in its van, with Flight combined,
And belching dust and gasoline behind."

The wayfaring man may tolerate much in the name of Progress. But, though a fool, he can be counted upon to balk at reckless sacrifice of life—unless, apparently, he lives in Chicago or New York.

London police authorities are now busying themselves studying contrivances making it impossible for an auto to exceed a given speed. Also they are studying appliances that start an accusing gong whenever the speed limit is passed. It is proposed that the case containing such a gong should be officially

sealed. Tampering with the seal would be considered prima facie evidence of guilt.

It is the reckless among their own brotherhood whom autoists have chiefly to thank for restrictions that may prove irksome.

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WIRELESS **N**EVER again will Wall Street have the appreciation of wireless telegraphy. **TICKERS.** Did Mr. Harriman, three hundred leagues out at sea, take a second egg for breakfast,—then up went Union Pacific. Did he lean disconsolately abaft,—New York tickers automatically registered a decline.

As the Kaiser Wilhelm II approached land, speculative nerves became more and more tense. Writing in the New York Evening Post, an eye witness of Wall Street's gyrations on Tuesday, described them thus:

"Union Pacific opened off the Fire Island Lightship, 10,000 shares at 210 1-4 to 209 3-4, but the haze was then so thick that nothing was to be clearly made out. At 11.30 o'clock she was just outside the bar, selling around 209, still enveloped in haze. At No. 120 Broadway, merely the regular dividends were declared on both Union Pacific and Southern Pacific, but the interest of Wall Street at that moment was at Quarantine. The stock was 210 7-8 at Quarantine, and would close somewhere between that point and the Erie station, possibly on a tug. The Erie stocks suddenly became very active, and advanced in all three groups. That was quite logical. Had not the world's most distinguished commuter returned home, and did he not belong to the Erie?"

Where wireless left off, yellow journalism promptly took up the Harriman story. Interviews with the magnate, more or less authentic, indicate this much in common: That there is little likelihood of any increase in Union Pacific and Southern Pacific dividends in the near future; that the prospect is not to be counted on of any segregation of the former company's investment holdings.

The more conservative of New York observers intimate that it will be just as well for the market's ultimate welfare if these statements be accepted to the letter. Such acceptance will take the "wind out of the sails of the bull craft" for some time to come, and leave the market as a whole to pursue a more normal course.