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Our Street Railway. On Monday last, the shareholders of the Montreal Street Railway unanimously voted to issue a million dollars additional stock. This resolution of the holders of a most valuable franchise in our prosperous and growing city ought to cause car patrons to heave a long-drawn-out sigh of relief. After long months of weary waiting for cars that never came; after daily struggles for straps or foothold in close, ill-smelling cars; after frequent studying of the ingenious stowage of profane and perspiring passengers by conductors who are qualified to act as stevedores; after having surrendered all hope of ever again occupying a seat in exchange for a fare, it is indeed refreshing to find the company admitting that they need "more power and new cars," and that the money realized from the sale of new stock will "be used to increase the efficiency of the road." Hurry up with your improvements, gentlemen, or your patrons, having become accustomed to scrimmaging for a square inch of the rear platform of one of your old cars, may decline the proffered luxury of seats in a new one.

For what we are about to receive, let us be thankful.

The Shame of Montreal.

We would suggest the use of the above quotation by any alderman who is reproached by his fellow-citizens for permitting the streets of the metropolis of Canada to remain in their present condition. Surely our civic rulers must have some regard for the reputation of Montreal. But the dangerous and disgraceful state of many of our streets opens a train of doubt as to the aldermanic consciousness of guilt in the matter of being the cause of our shame in the estimation of others. Was there ever such a paltry excuse for delaying or stopping the

necessary work of making the streets safe and passable, than "the presence of several members of the Finance Committee at Quebec in the interest of civic legislation." Yet this is the reason given in last Tuesday's *Gazette* for the city surveyor's inability to procure the money wherewith to prosecute his work of removing the snow. Perhaps when a crop of claims for accidents to citizens and damage to property are filed, some alderman, when reflecting upon his neglect of self-imposed duty, will say, "I do shame to think of it." And well he may.

The Plains of Abraham.

Mr. Taylor was informed by the Premier that there had been informal negotiations respecting the purchase of the Plains of Abraham by the Government. It had been fully decided to acquire the property if it could be procured at a reasonable figure.

Montreal "Gazette"

In March last we called attention to the necessity of bringing pressure to bear upon the Government to take steps to secure in perpetuity a site which is linked with one of the greatest dramatic events in the country's history. Once again there is a rumor afloat that the nuns of the Hotel Dieu, who own the land, will be tempted to offer it for sale rather than renew the Government's tenancy on the nominal terms at present in force.

The mere suggestion of selling for building purposes the pride of historic Quebec, the field where the gallant Wolfe fought and died, comes as a shock to those who glory in the history of the past. Therefore, we do not like the ominous reference made by the Premier on Monday last to the action of the Government being dependent on the price asked for this property. We decline to believe that the proposed conversion of this bit of almost sacred ground into building lots will be permitted so long as any true lover of his country can raise voice or hand to prevent it.