

Typhoid in Canada and the United States.

Dr. Osler speaking in Toronto, on Tuesday, remarked: "It is no credit to us in this country, or to people on the other side of the line, that typhoid fever exists so generally. It is a reflection on the sanitary intelligence of the public. I do not say on the medical profession, for we have insisted that proper measures should be taken to stamp it out." He added: "The conditions in England suggested this to my mind. There they have practically stamped out the fever through enforcing sanitary precautions. The whole sanitary conditions are better in that country than they are here. We may take typhoid fever as an index of a country's sanitary state."

Here is a hint for Dominion Provincial and Municipal sanitary authorities: "Typhoid is the index of a country's sanitary state." In other words the disease is in a high degree preventable and, therefore, its existence implies neglect or ignorance, which are responsible for more than typhoid.

Fire Insurance Rates in Montreal.

A delegation from the Montreal Board of Trade, composed of ex-Alderman Robertson and Mr. J. J. McGill waited upon Mayor Ekers, and the Chairman of the Finance, Fire and Water Committees to discuss the question of getting the fire insurance rates, in the business part of the city reduced. The delegation suggested that a high pressure water system be installed in the West Ward where the principal business premises are situated. Nothing was decided upon, the city representatives holding that it would be necessary to have a definite understanding with the underwriters before committing the city to the extra expenditure. Our own impression is that it would be in the interests of the citizens of the West Ward to pay special assessments for a high pressure system. The city would then be in a position to request the underwriters to make a reduction in the insurance rates for that ward.

The Channel Tunnel Again.

Once more the British Parliament has before it a bill authorizing the construction of a tunnel, or rather this time two tunnels, under the British Channel. The promoters are an Anglo-French Company, who propose to build two parallel tunnels twenty-four miles long. Every few years this project comes up in some form, always to receive a great deal of encouragement in the interests of commerce, but always to be thrown out on the ground that the tunnel would make the invasion of England a possibility. Lord Wols-

ley now declares that invasion is a possibility even without the tunnel. All kinds of schemes have been proposed for abolishing the channel ferry. In 1889 it was a bridge from Dover to Calais. In 1890 it was a pier from either shore half a mile long, connected by a tunnel. A year or so later it was a tubular railway on the bed of the sea. The present project contemplates an expenditure of \$80,000,000.

GREATER MONTREAL.

The City of Montreal is growing apace. The city proper (the business sections), is becoming very much congested and a great number of new buildings are being erected in the outlying suburbs. More especially is this true regarding the northern part of Greater Montreal. The values of real estate in the principal business streets are increasing and a number of handsome new office buildings are being erected on St. James Street. During the present year St. Henri and Ste. Cunegonde have been annexed, and negotiations are now under way for the annexation of St. Louis and Maisonneuve. In this connection it would be well if the city would make one clean sweep of all the suburbs. They all have to come in eventually, for geographical sanitary, fire protection and many other reasons. The area at present covered by Montreal is ridiculously small considering its population, its wealth, and its commerce. Speaking of the annexation of the suburban municipalities, we think it might have been desirable to have adopted a general principle for the annexation of the whole lot. We are aware that details would have had to be varied somewhat.

The property valuation of the city has increased during the last ten years from \$173,826,995 to \$219,073,460. In 1895 the taxable property was valued at \$137,872,695, the non-taxable at \$35,954,300. The valuation in 1905, of taxable property was \$172,630,245, non-taxable, \$46,443,215. The population has increased from 238,840 in 1895, to 350,000 or 400,000 including the suburban population. While the debt of the city is about \$30,000,000, the assets, including Mount Royal Park buildings, water works, real estate, amounts due from proprietors, etc., are estimated at \$16,000,000. It must not be forgotten in speaking of the debt that the waterworks, the debt upon which is included, cost about \$10,000,000, or one-third of the entire debt, and that a large revenue is derived therefrom.

THE LIVERPOOL & LONDON & GLOBE INSURANCE COMPANY.

It is announced that Mr. James Crathern of this city has been appointed a director on the Montreal Board of the Liverpool & London & Globe Insurance Company, which Board will now consist of Messrs. E. S. Clouston, Geo. E. Drummond, F. W. Thompson and James Crathern.