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**GRAIN BILL.** THE Hon. George E. Foster has introduced with slight alteration the grain bill originated by the late government and passed by the Senate last session. As he puts it, he "is not the father of the bill, only the foster father." The minister recognises that both the transportation and storage facilities are now inadequate, although there is elevator space in the west for 105,000,000 bushels. The problem is a difficult one on account of the shortness of the season available for transportation, but the railway facilities are being rapidly extended and the bill provides for the appointment of a commission to deal with the whole subject.

**TORONTO STREET CAR ACCIDENT.** THE resolution of the Toronto Board of Control, not only to sue the Street Railway Company, but to indict its executive officers, including the president and general manager, for criminal negligence in connection with the lamentable accident on Christmas Eve, is calculated to defeat its ostensible object. That there was criminal negligence somewhere is likely, but such indiscriminate prosecution is more likely to result in the acquittal than the conviction of the real culprit. It looks too much like a sop to natural public resentment to be effective.

**MONTREAL BOARD OF TRADE AND THE ST. LAWRENCE WATER POWERS.** THE council of the Montreal Board of Trade has unanimously passed a resolution expressing

the opinion that before the Dominion Government sanctions the various schemes now being put forward for the development of hydro-electric power on both the St. Lawrence and Ottawa rivers it is essential in the interests of the country generally that the Conservation Commission should be requested to draw up a comprehensive scheme for the preservation of these rivers as great national waterways of this Dominion and that the Commission should take immediate action so as to prevent the natural resources of the public domain from passing into the hands of private parties. They also ask the Government, inter alia, to consider the question of the establishment of a Hydro-Electric Commission to govern rates of power companies on a similar basis to the Board of Railway Commissioners, and again request "that in the development of water powers on the St. Lawrence and

Ottawa rivers navigation interests should be considered paramount and that no works shall be permitted in these national waterways that would interfere with the development on a larger scale of their navigation facilities if the same should be found advisable."

It may be noted that a commission has already been appointed for dealing with water power projects between Montreal and Lake St. Francis.

**MUNICIPAL HOME RULE.** ASSEMBLYMAN Murray has introduced a bill in the New York Legislature providing for the calling of charter conventions in cities, and for the submission of charters drawn by them to a popular referendum. The amendment, if adopted, would be the most effective sort of home rule provision, following the lines of the California and Oregon laws, and would eliminate the constant charter-dickering in the Legislature, which has frequently been the source of deals, trades, and similar scandals.

Unless Montreal is supplied with a revised charter soon, a demand will spring up for home-rule here also. It is humiliating for the municipal authorities of Montreal to have to go to Quebec every year for amendments. Moreover it is expensive, because these annual pilgrimages are made the occasion for saddling Montreal with all kinds of onerous obligations for the benefit of tariff tinkers.

**SCIENTIFIC FARMING.** THE Census Monthly of the Dominion Department of Agriculture points out that if the yields from the 200 acre farm at Ottawa could be obtained throughout Canada, their total value in 1910 would have been \$1,456,000,000 instead of \$507,000,000, and the net profits \$1,038,840,000, or five times as much as they were.

The fact is that most of our farming is mere quarrying involving minimum crops and maximum impoverishment of the land. Experimental farms are admirable things so far as they go, but what seems to be needed is many model farms on a small scale, and easily accessible as object lessons for the education of our farmers. Some of the American railways are providing these, and it might be feasible for our governments, Dominion and Provincial, to co-operate with the railways in this matter without much expense to anybody. If a model farm is not self-sustaining, it is not much of a model for imitation.