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MONTREAL, JULY 8, 1910.

ORDERS MISUNDERSTOOD. NINETEEN people killed outright, three probably fatally injured, and half a dozen seriously injured, besides much damage to rolling stock, were the results of a collision on the Cincinnati, Hamilton and Dayton Railroad on Monday. The simple explanation is that the accident was due to a misunderstanding of orders. What sort of a system of railway management is it, that depends for the safety of life and property upon a correct understanding of orders by a number of officials; who are after all, only human beings, and suffer from the usual limitations of their race? An engineer of a freight train thought he had seven minutes, in which to clear a section of track, and make way for a passenger express, travelling at fifty miles an hour, whereas, he had less than five minutes. But the idea of allowing only a seven minutes margin between a lumbering freight and a flying express entitled to right of way, will strike the lay mind, as being nothing less than reckless folly. Few passengers would feel comfortable travelling at fifty miles an hour, if they realised that there was a heavy freight train seven minutes ahead, run by a crew trusting to a chapter of accidents to enable them to clear the track for the limited express.

ENGLAND'S RULE AND THE KING'S ENGLISH. IN another column, we publish a letter from Mr. John A. Chisholm, with reference to our brief controversy with an anonymous correspondent, concerning, "England's Rule and the King's English." We have considerable sympathy with Mr. Chisholm's desire for the use of some word less exclusive than English to describe the power which rules in Egypt and throughout the Empire. We made no attempt to evade the issue, by word quibbling, or attempts at wit. We simply pointed out that the word "English" as thus applied, has the sanction of the best usage, not only in England and Scotland, but in practically every country; and that the word "British" is in no sense, a satisfactory substitute, because it excludes the Irish, who have done their full share of the fighting for the Empire, from recognition. Also that it excludes the people of the Dominions beyond the

Seas. Our esteemed correspondent is, by no means, the first lawyer to denounce as quibbling any argument that tells against his own case. The United Kingdom is composed of Great Britain—and Ireland; and we have no more right to call the Irishman "British," than we have to call the Englishman or Scotchman "Irish." The fact of the matter is that we badly need a word to take the place of either English or British in this connection, just as we need a word to take the place of "colonial," which has become utterly inappropriate. In the meantime, "England" and "English" are good enough.

MESSRS. Herring and Fuller, MONTREAL'S the New York consulting WATER SUPPLY engineers, appointed to investigate and report upon the question of the water supply of Montreal, have issued a voluminous report. They advise that this Island does not afford the possibility of supply from artesian wells. This practically narrows the question down to a choice between taking the water from the Ottawa and St. Lawrence, or bringing it from the Laurentians by gravitation. The latter plan is, they declare, feasible, but is not recommended, because, while the cost would be enormously large, the water would still require filtration. The engineers speak highly of the quality of the St. Lawrence water in its raw condition, which is declared to be far better than that of water supplied to many large cities elsewhere. Filtration is declared to be essential, no matter which source of supply is adopted. The cost of a filtration plant for the St. Lawrence water with a daily capacity of 50,000,000 gallons is estimated at \$1,445,500 exclusive of the price of the land, and the annual charges including fixed capital charges on the investment at \$130,000. For the same quantity of water from the Laurentians, the cost is estimated at \$12,000,000. The experts point out that Montreal is fortunate in having at its doors one of the largest rivers on the continent, which offers favourable opportunities for water-power development. This is a fact, which curiously enough, seems to impress strangers, more than it does our own people. Perhaps familiarity breeds contempt.