

Mr. Winchester, who has had long experience in dealing with witnesses, to investigate the complaints made respecting the neglect of Canadian engineers and the employment of Americans on the survey of the Grand Trunk Pacific Railway. Had this been passed over it would have been a serious reflection upon and discouragement to Canadian engineers who were proven by this enquiry to have as high a professional standing and abilities quite equal to those who reside in the United States.

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THE STREET RAILWAY FRANCHISE.—The proposal to extend the franchise of the Montreal Street Railway was discussed by the Council of the Board of Trade, on the 15th inst., when the following resolution was passed:

"That the Council of the Montreal Board of Trade most strenuously objects to the adoption of the proposed civic by-law providing for the extension, for a period of fifty years from the present date, of the contract between the City of Montreal and the Montreal Street Railway Company, and the council urges the City Council to decline to consider any proposals for the renewal of said contract until within a few years of the time of its expiration, in 1922."

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ALTERING THE NAMES OF STREETS.—The proposal to re-name the streets of this city is again agitating the City Fathers. It is suggested that the streets running parallel to the river be named Avenues, and those intersecting them be known by numbers. Whether it would be wise to adopt this plan is open to question. It would create great and more or less general confusion, as regards the descriptions in deeds of properties, leases, fire insurance policies, etc. The historic records of the city would be difficult to understand were historic names of streets obliterated. On the other hand it would be desirable for those streets to have one name which run in a continuous line.

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DISGRACEFUL EXHIBITION.—It seems almost incredible that within a few miles of this city a few nights ago a large number of, presumably, men met to witness a "cocking-main" in which several birds were killed. A more disgusting sport is not known, it is a relic of savagery, it is a sport that is practiced by an eastern tribe who are about the lowest type of humanity, which relative position is that of those persons who were present at the Bout-de-l'Isle cocking-main. The most vigorous efforts should be made to bring these offenders to justice and so far clear the district from scandal.

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THE MOUNTAIN LOOK-OUT.—No time should be lost by the City Council in deciding upon and giving out contracts for the erection of a suitable pavilion at the location known as the "Look-Out" on Mount Royal. The value of this attraction to the city is very great as may be seen any day in the season when many

thousands of visitors enjoy this unique sight, for the view of such a panorama is not to be had in any other city in the world. The building should be substantial, yet in harmony with its surroundings.

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TAXATION OF CANADIAN PACIFIC IN NORTHWEST.—The Supreme Court of Canada on 27th February last, gave a judgment in favour of the Canadian Pacific Railway of considerable importance to the company and to all interested in the line. The Canadian Pacific charter reads:

"The Canadian Pacific Railway and all stations and station grounds, workshops, buildings, yards and other property, rolling stock and appurtenances required and used for the construction and working thereof, and the capital stock of the said company, shall be forever free from taxation by the Dominion or by any province hereafter to be established or by any municipal corporation therein, and the lands of the company in the Northwest Territories, until they are either sold or occupied, shall also be free from such taxation for twenty years after the grant thereof from the Crown."

The question was, when did the exemption begin to run? The settlers contended that the exemption dated from 1882, when the charter was granted, or from the completion of the line in 1886. The company contended that the exemption began at the date when each lot of land was patented to them by the Crown. As a large portion of the C. P. R. lands, which originally amounted to 25 millions of acres, are not yet patented, and the remaining sections were not patented for many years after the date of the charter, were the settler's contention upheld it would involve the company in a very large outlay for back and future taxes.

From a large part of this impost, amounting to several millions of dollars, the Canadian Pacific is now free, it will dispose of the lands before the time for paying taxes on them commences, as it has done with those already sold.

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MR. GEORGE HAGUE.—After prolonged prostration of a very painful nature, Mr. George Hague is now so far convalescent as to have taken a trip to Lakewood, where, we trust, the milder climate and sea air will restore him to perfect health.

ACKNOWLEDGMENTS.

INSURANCE ENGINEERING. February, 1905.—This number contains a striking article on "Baltimore's Negligence," which speaks of there being "wicked carelessness in rebuilding" and alleges that, "another Baltimore Conflagration may be looked for," as the fire department has not been improved, the water supply not increased, and the situation is most unsatisfactory from a fire protection standpoint. It is even hinted that in repairing certain buildings less than the insurance money received for damages has been expended. Several interesting illustrations are