

## QUEBEC AND THE CANADIAN PACIFIC

### Taxpayers of Canada Have Vital Interest in Railway Policy of Dominion, Says C.P.R. President

**T**RAFFIC possibilities in the province of Quebec was the theme of an address by E. W. Beatty, president of the Canadian Pacific Railway, at a meeting of the Quebec Board of Trade on October 1st. Incidentally he stated that the Chateau Frontenac Hotel in Quebec, which is owned by the C. P. R., would be enlarged by the expenditure of \$2,000,000. Mr. Beatty said in part:—

"The Canadian Pacific Railway operates within the limits of your province slightly less than 1,900 miles of railway, being, I think, equal in mileage to any other system within the province. The possession of this extent of mileage gives in itself a reason why the company's interests and those of the province are closely related and inter-dependent. From a railway standpoint Quebec offers a great variety of railway traffic possibilities. You will appreciate this when you recall the extent of the productions of the province, which contribute to the support of the railway systems operating within it. In manufactured products its production is 27 per cent. of that of the whole of Canada; in wood pulp and paper 53 per cent. and 49 per cent. respectively; in dairy products 57 per cent. and in live stock varying from 11 per cent. to 35 per cent. The products of the farm are extensive and increasing, having now reached 13 per cent. of the total agricultural production of Canada. The future holds still more in the way of traffic and railway possibilities. The total railway mileage in Quebec is slightly less than 5,000 miles, or about two-fifths of that of the state of Pennsylvania, while its area is fifteen times as great. Quebec is likewise fifteen times as large as Ohio and its railway mileage about half that of the latter state.

"With increasing population and commercial expansion more mileage must be constructed and existing facilities increased. The C. P. R. has not reached the limit of its development within the province nor has any other railway company, if the future possibilities are as we have every ground for believing them to be. I believe that in the next few years a considerable extension of colonization railway construction will take place and while I am not unmindful of the hazard and the difficulty in building lines into undeveloped territories, if the work is undertaken prudently and gradually there is no doubt that the railway extensions will not only keep pace with settlement and production but will accelerate both.

### Poor Roads Must be Utilized

"This is a prosperous country, whose future, if the commercial affairs of the nation are administered prudently and economically for the next few years, is probably as bright as any country on earth. The danger is that our development may be retarded by burdens imposed upon us before we are able to carry them. We have many miles of railway that represent a useless expenditure, but the money has been spent and the securities are in the hands, in most cases, of investors in foreign countries, who staked their money in good faith upon the development and future of Canada. Many of them were, we now know, misconceived and constructed at extravagant cost, and in default of any other available parents have been quietly laid on the door-step of the government of the country, or it would, perhaps, be more accurate to say, had been placed on that door-step which had a large 'Welcome' on the mat. They must be taken care of because they cannot be abandoned. It must be seen that they grow into healthy arteries of commerce and play their full share in the country's progression. The problem that confronts us now is how this can best be done, and if it is possible under any system yet evolved for their administration. The possession of a tremendous mileage by the Dominion with these periodical additions of unprofitable mileage makes the prospect a disheartening one, even though the most far-sighted and efficient men are placed in charge of the properties, and even if they were permitted to operate them to the best advantage in the interest first of the shippers and, secondly, of their owners.

"I am convinced that no administration which does not retain individual initiative and enterprise, pride in their work and adequate rewards for work well done, can possibly reduce the heavy annual deficits which are confronting the operators of most of Canada's railways. The question is one of such great magnitude and will have such far-reaching results that it should be determined without regard to the opinions of politicians, shareholders or any one set of men, but must be determined upon one ground only—what is best for the people of this country, and what will give them the most efficient railway service at the cheapest possible rates, and at the same time impose as little burden of taxation as is possible. These millions which have been unwisely and unprofitably spent have been spent, but the millions which may be wasted by the adoption of an improper system of operation can be saved, or partially saved, and this is the problem the working out of which will determine the future methods of operation which will prevail throughout Canada.

"There are advocates of both systems of administration, and while their views and the facts upon which they base them, are worthy of the greatest consideration, I am convinced that the people will only come to a realization of how serious the situation is and will themselves provide the remedy only when they see and weigh the tangible results. There are two important aids to the solution. The first is, that the problem should be discussed and agitated in order that the merits and demerits of the systems, which are suggested should be appreciated by the people as a whole. I do not know of any problem so vital to the interests of Canada in which there has been so much acquiescence and so little public discussion and education, as the subject of the future of the country's transportation systems. As a corollary to this and second only in importance is the necessity for accurate information as to administration and results of it, in order that the people may be in a position to judge whether they desire to adhere to the methods of administration from which these results flow. I do not mean financial results alone, but results in service, a most important factor from the standpoint of the public.

"To my mind the determination of the question will rest upon two factors, the extent of the burden cast upon the people and the character of the service given. The difference between a proper and an improper system represents the millions of additional burden to the taxpayer, which he may be called upon to bear and the high rates and poor service which are due to the inefficiency which any improper system must inevitably provoke."

### LOANS FOR SOLDIER SETTLEMENT

Figures given out by the Soldier Settlement Board of Canada show that up to September 6th, the board has approved loans amounting to \$32,648,017. The number of loans were 10,739, an average of \$3,040. The total is made up as follows:—

On land purchase:	
For land .....	\$17,842,608
For permanent improvements .....	2,246,573
For stock and equipment .....	6,083,625
On Dominion Lands:	
For equipment and improvement .....	3,388,091
On lands already owned by settlers:	
For mortgages and equipment .....	3,087,120

Total .....

\$32,648,017  
The Agricultural Training Branch statistics up to September 13th, show 34,315 applications, of which 25,549 have been approved by the Qualification Committee.

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