

CROSSING THE PRAIRIES.

Grand Trunk Pacific Will Reach Coast with Twenty-one Foot Grade—Steamships for the Company.

Mr. Charles M. Hays, president of the Grand Trunk Pacific, and vice-president and general manager of the Grand Trunk Railway of Canada, has been interviewed at Detroit and Montreal regarding the building of the new transcontinental route.

The Canadian Pacific crosses the Rockies with grades running 110 feet to the mile, the Grand Trunk Pacific will reach the Pacific Coast with grades aggregating but a trifle over twenty-one feet to the mile, besides shortening the route to the Orient fully 500 miles.

Sixteen Hundred Acres at Fort William.

At Fort William the road owns 1,600 acres of fine terminal property, which is being rapidly made ready to take care of the business that will flow into it when the road to the Pacific is completed.

"The Canadian Government has already begun the improvements necessary at the mouth of the Mission River, at Fort William," said Mr. Hays, "and it will be one of the finest ports on fresh water. We went over about thirty-five miles of road already built out of Fort William and we have about 100 miles more ready to lay. Then going from Winnipeg to Portage la Prairie we again struck the Grand Trunk Pacific and went over about 100 miles laid toward Edmonton, where there are about 200 more miles of track ready to lay. This will soon be completed. From Vancouver we went to Prince Rupert, the Western terminus of the Grand Trunk Pacific, where there is already quite a town.

Five Hundred Miles Nearer the Orient.

"Prince Rupert is in a land-locked sea, easy of access, and 500 miles nearer the Orient than any other point on the Pacific Coast. It is directly in the line of travel of the steamers to and from China and Japan, and will, therefore, be most convenient for the handling of that traffic.

"While the road is not due at Prince Rupert until 1911, it is safe to say that the Grand Trunk Pacific will have a steamship line to the Orient, either through an arrangement with existing lines or by running steamers of its own. Several lines have already made overtures to us.

"The financial situation in the East makes it difficult for American roads to finance their needed improvements, and they have had to resort to short-term notes at higher rates of interest than they would have had to pay were conditions different. In addition to this, several of your States have resorted to legislation tending to cripple the roads, and yet the people desire facilities for transportation.

Complaining of Excessive Taxation.

"One of the most grievous things the railroads on the United States side of the line have had to contend with is excessive taxation. I cannot refrain from expressing my opinion that it would be wiser to demand needed improvements of the roads rather than to so cripple their earning power that they will not be able to provide them. The Grand Trunk has been fortunate by reason of its English connections in securing its money at 4 per cent."

Mr. Hays made it pretty clear in his Montreal interview that as soon as the transcontinental system is completed and as soon as it is in a position to give the public a new through service the G. T. P. and G. T. R. would have lines of steamers under their own direction at their own disposal on each ocean.

"It may be," said Mr. Hays, "that we will have a fleet created by ourselves on one ocean and make arrangements with some existing company for an alliance on another, but assuredly the Grand Trunk and its affiliations will be in a position to play a leading part in the world's transportation facilities."

Allan Company May Be Interested.

Mr. Hays gave the impression that the Allan Company, through Sir Montagu Allan, who is a member of the Grand Trunk Pacific Board, and other members of a local firm, would be associated with these steamship arrangements.

"It is too early," said Mr. Hays, "to go into details, for we are still talking of conditions that we do not have to meet for some time."

CANADA IN JAPAN.

In 1912, from April 1st to October 31st, will be held in Tokyo a great industrial and international exhibition. In spite of the present feelings existing between certain sections of the two countries, Canada will doubtless be in the forefront in advertising its resources there. People other than Japanese will visit the Tokyo exhibition, which is to be conducted by the Government as a public enterprise. It aspires to be the grandest of the domestic exhibitions in Japan

involving the exhibits of all descriptions to realize the striking progress of Japan's industry, civilization, and financial resources. Wishing to include the exhibits of all kinds to the largest possible extent, the exhibits from the Governments and people of all foreign countries are invited.

The expenditure to be directly defrayed by the Government, and for this purpose is appropriated some 10,000,000 yen. A yen is about fifty cents. In addition to this the expenses to be spent in the Exhibition Affairs Bureau, all prefectural offices, and various other offices concerned, will reach no small amount. The foreign Governments are cordially requested to support the undertaking and lend their assistance to induce the people to send in their exhibits. For the benefit of the foreign exhibits educational, scientific, technical, mechanical and electrical, the Japanese Government will construct three special buildings, the Educational Hall, Scientific Hall, and Electricity Hall. The whole area in the compounds of these halls is placed at the disposal of the foreign exhibitors. The foreign Governments are also invited to establish halls or models of the buildings, such as are special to their climes or to build special galleries for the various industrial exhibits from their countries. The ground for the construction of such buildings is to be obtained gratis, while, special facilities are to be granted on the import and conveyance of the materials necessary for such arrangements.

The Home Bank of Canada has opened its new Toronto branch at the corner of Bloor and Bathurst Streets. Mr. John M. De La Haye, who was sixteen years in the Church Street branch of the Home Bank, and who has also been in charge of the branch at Bell River, is manager.

The annual report for 1906 of Parke, Davis & Company, manufacturing chemists, of Detroit, Mich., who have a Canadian branch at Walkerville, Ont., show assets of \$7,022,000, of which \$1,058,000 was in real estate and \$2,949,000 in merchandise, and a surplus of \$2,773,941. To-day it has accumulated profits of \$3,500,000, and its directors recommend that a stock dividend of 87½ per cent. be declared and the capital be doubled, making it \$8,000,000.

DIVIDENDS.

The Home Bank of Canada

DIVIDEND No. 4

Notice is hereby given that a Dividend at the rate of SIX PER CENT per annum upon the paid-up Capital Stock of The Home Bank of Canada has been declared for the Half-Year, ending November 30th, 1907, and that the same will be payable at the Head Office and Branches of the Bank on and after Monday the second day of December next.

The Transfer Books will be closed from the 16th to the 30th of November prox., both days inclusive. By order of the Board.

Toronto, October 23rd, 1907.

JAMES MASON,
General Manager.

THE SOVEREIGN BANK OF CANADA.

Notice is hereby given that a dividend at the rate of six per cent. (6%) per annum on the Capital Stock of this Bank has been declared for the period of four (4) months ending November 30th, 1907, and that the same will be payable at the Head Office and at the Branches on and after MONDAY, the 16th day of December next.

The transfer Books will be closed from the 1st to the 14th day of December, both days inclusive.

By order of the Board.

Toronto, October 22nd, 1907

F. G. JEMMETT
General Manager