

## RAIL AND WATER TRANSPORTATION.

### Different Methods of Railway Construction—Canada's Waterways—Sir Robert Perks and the Georgian Bay Canal.

Monetary Times Office,  
Montreal, April 17th.

Hon. George P. Graham gave an address here recently before the Canadian Club on the subject of transportation, in which were many statements of much interest to Canadians. Commenting upon the different methods followed by different railways in constructing their lines, he contrasted cheap and rapid construction, for the purpose of obtaining immediate transportation, with solid standard construction, and declaring that the former was not only in every way inferior, but was in the end more costly, inasmuch as it had to be done all over again. The difference between a 1 per cent. grade and a grade of 4/10 of 1 per cent. might make a difference of 100 per cent. in cost, but this original capital saving would be wiped out ere many years had passed in excess cost of transportation.

Canada had the greatest per capita railway mileage of any country in the world. The total mileage of Canada was now 26,000. Against this there was a capitalization of \$56,000 a mile, which seemed heavy, but which it was difficult to make much comment upon, owing to the lack of particulars which would permit of comparisons with other countries. At present, 5,000 miles of railway was under construction, so that before many years had passed, Canada would have a mileage of over 30,000 miles.

#### Comparison With European Railways.

He made a comparison between Canadian railways and the railways of Germany and France. While the latter possessed many advantages over Canadian roads, he was of the opinion that, everything considered, Canadian rates were reasonably low, although it was necessary to have them made still lower. Canadian railways were operated at a good average speed, ensuring the delivery of goods within reasonable time and without loss of quality, for the most part, even in the least favorable weather.

Without offering any view as to what the ultimate future of the Intercolonial Railway would be, Mr. Graham stated that unquestionably the line must be double-tracked between St. John and Halifax and that more terminals must be constructed at Halifax in order to handle the winter traffic. He considered that the Intercolonial was in very good condition at the present time although, as in the case of all other railways in Canada, there was much room for improvement.

He outlined a rather extensive programme for the development of the waterways of Canada, taking the attitude that it was not necessarily a question of whether the Welland Canal or the Georgian Bay Canal should be constructed. Canada was growing very rapidly and there was good reason to think that not only should the new Welland Canal be constructed, but that there would be justification also for the construction of the Georgian Bay Canal. Both were necessary and should be pushed forward as rapidly as possible.

#### Montreal's Harbor Only in Beginnings.

The harbor of Montreal was really only in its infancy and, being the key of Canada's carrying trade, an enormous amount of money would still have to be spent upon it in order that the facilities afforded for loading and unloading might not be surpassed by any port in the world.

He devoted a few minutes to a discussion of the Hudson Bay Railway. This project has not been commonly regarded in Montreal business circles as a business proposition, but the Hon. Mr. Graham took the ground that if it were operated only for a few months of the year, it would be of immense benefit to the grain, cattle and dairy interests of the Northwest.

#### Building of the Georgian Bay Canal.

Sir Robert Perks is back in Canada again and is as keenly interested as ever in the construction of the Georgian Bay Canal. Sir Robert Perks is not only a prominent capitalist in Great Britain, but the engineering works which his firm has carried out are of great importance and magnitude. Because of this, Sir Robert's advocacy of the construction of the Georgian Bay Canal has been a strong recommendation in favor of the project amongst even those who do not fully believe in it and who think that in any case the work should be carried out by the Canadian Government.

Sir Robert Perks is at the head of a company which has laid the proposition before the Dominion Government for the building of the Georgian Bay Canal. Being interviewed while in Montreal concerning the preparedness of his firm to carry out the proposal which was, upon different occa-

sions, urged upon the Canadian Government, he said: "Our company will stand ready to proceed with the work at any time and our organization is such that we could proceed to carry forward construction as quickly as the contracts were awarded."

He was pleased to see that the project had gone through Committee. In reply to a question as to how long it would take him to build the canal, if the contract were awarded to him, he replied that the term he had placed before the government involved the completion of the canal in five years' time.

### BANK OF BRITISH NORTH AMERICA.

A pleasing feature of the sixty-seventh annual report of the Bank of British North America is the increase in the dividend from 7% to 8%, which goes to show that the shareholders have not only got a good and profitable investment for their money at the present time, but can look forward to the future when the bank will still further share in the prosperity which Canada enjoys.

To cope with the greatly increased business the bank has decided to erect in Montreal, which is the head office in Canada, a six story building on the site where the present office now stands. The new building, which is to be built of granite, when completed will be one of the best specimens of architecture in Montreal.

The Bank of British North America first started business in Canada the year before Queen Victoria entered upon her reign. It was one of the pioneers of Canadian finance, and although during that period of 76 years, the country has had many ups and downs, it only requires a glance at the statement now published to show how carefully the finances of this bank have been looked after. At present, the bank has 90 branches, extending from Nova Scotia to British Columbia, and including agencies at New York and San Francisco. The number of branches has increased almost fourfold since 1902.

An analysis of the bank's report appeared in a previous issue of The Monetary Times.

### MANUFACTURING IN NORTHERN ONTARIO.

Well-known men in Northern Ontario identified with the upbuilding of that country during the past few years, believe they see manufacturing opportunities for the village of Callander, on the east end of Lake Nipissing, near North Bay. Surrounded as it is by a large farming section, an important matter to manufacturers in these days of high cost of living in the frontier cities and towns; and with three transcontinental railways either built or building; with cheap power already developed, free sites and low rates of taxation (because the village is still in the township) Callander is in an attractive position. The Government will improve French River which will make Callander (now the deep water harbor on the lake) the most easterly point where grain can be stored in terminal elevators, will give three new lines via Ottawa to Montreal that otherwise would not be carrying grain, and will afford water-borne traffic to equalize already competitive freight rates on the three transcontinentals westward to Port Arthur, eastward to Montreal, southward over Grand Trunk to Toronto and Hamilton, while northern shipments would be over the Temiskaming & Northern Ontario on which the Grand Trunk Pacific has a fifty year lease. The building of the necessary dams on the French River will make available 35,000 horse-power electrical and as these dams have to be constructed by the Government, it is probable that Callander may have the lowest power rate in the province of Ontario. The Northern Investments, Limited, of North Bay, are ready to furnish free sites, cheap power and arrange for some of the capital needed in the building of industries.

### LLOYDS MAY LOWER ST. LAWRENCE RATES.

An Ottawa dispatch says that there is some probability that Lloyds, the great insurance underwriters, will put into effect in the very near future a reduction of rates for vessels trading on the St. Lawrence route. There has been considerable agitation by the Canadian shipping federations for some time against the rates charged on the St. Lawrence route as compared with those on the Boston and New York routes. While the question of insurance rates has up to the present been under the supervision of the Department of Marine and Fisheries, it has now been changed to that of Trade and Commerce. Representations have been made to Lloyds during the past few weeks.

Sir Henry M. Pollatt, C.V.O., has been elected a member of the Toronto Stock Exchange.