

Correspondence.

PACIFIC RAILWAY AND WATER CONNECTIONS.

To the Editor of the Monetary Times:

Sir,—I have read with interest your article of 20th August on this subject. I had hoped that you would have been able to go into the figures of distances and the time necessary to cover them, for that, after all, is the commercial aspect of the question in comparing the new route with its competitors. So much has been written and said on the subject on all hands that I may have missed seeing such details, but in their absence I have made a few calculations from the official figures of the Canadian Government map, the result of which may be of interest.

I find that the water distance from Hong Kong to Liverpool, via the C. P. R. route, is 8,644 geographical miles. Assuming that the steamers take the shortest possible courses, and are not diverted from them by weather or ice, and run at an average speed of 15 knots an hour,

The time necessary would be.... 24 days.
To which add for

Freight run Vancouver to Quebec, say.....	8 "
Time occupied unloading and loading at these points.....	4 "
Time occupied unloading at Liverpool, and forwarding to London (the head-quarters, I suppose, of the tea trade)	2 "

So that the whole C. P. R. time, Hong Kong to London, cannot be under 38 "

Now as to the Suez Canal route, a steamer has made the run from Shanghai, which is about two days sail north of Hong Kong, to London in 30½ days, so that the C. P. R. route from Hong Kong to London is longer than the Suez Canal route by 9½ days, not to speak of the extra-cost of handling at Vancouver, Quebec and Liverpool.

On the basis of the same calculations, the time occupied by the C.P.R. route and the Suez Canal route, from Yokohama to London, would be almost equal, with the cost of handling against the C. P. R.

As to Australia, the steaming time from Sydney to Vancouver and from Quebec to Liverpool, at 15 knots, is 28½ days.

To which add for	
Freight run Vancouver to Quebec, say.....	8 "
And for time occupied in unloading and loading at these points..	4 "
	40½ "

The distance from London to Melbourne by the Cape of Good Hope, is 12,000 geographical miles, which distance, at 15 knots, can be covered in 34½ days, including a day for coaling at the Cape. By the Cape, therefore, the C.P.R. can be beaten by 6 days, and by the Suez Canal by more still.

It may be argued that passengers and mails will not be subject to the delays at Vancouver and Quebec necessary to effect the handling the freight—that is true, but the saving is fully set off by the saving that passengers and mails by the Canal route can make by joining the continental railway system at Brindisi.

As to the Indian trade, the saving of time by the Canal route is so large that it is not worth while going into figures at all.

I notice that some refer to the necessity of traversing the tropics as a strong argument in favor of the C.P.R. route. If there were anything in that, the results of the San Francisco route would show it more clearly than they do. In this connection, I may mention, that from San Francisco, with its 50 millions of people at its back, there are not three steamers a month to China and Japan, not two to Australia, and to India none at all.

While I think I have shown that the prospects of a freight trade between the East, Australia and England by the C. P. R. are hopeless, and those for mails and passengers, to whom time is an object, are also hopeless, except from Japan, and this is doubtful, I can quite well see the force for *Imperial reasons*, of establishing fast steamers on Atlantic and Pacific in connection with the C. P. R. In

case of war, none too improbable, the value of such a route and of the steamers upon it, would be of great importance to Great Britain.

I have confined myself, however, to the commercial question, and have done my best to give accurate figures. You will observe that I make no mention of Canadian trade proper. I have scarcely thought it necessary, as three or four steamers' loads represent all the tea consumed annually in Canada, and lines of steamers could hardly be sustained on our trade alone, especially in the face of the difficulty of obtaining return cargoes. Years hence, as the Dominion grows in population, the project may be possible, but it is not a matter which will be ripe for discussion for a long time to come. Yours faithfully, X.

LONG VACATION.

To the Editor of the Monetary Times.

Sir,—In your issue of the 3rd inst. there is an article under the heading of "Long Vacation," which betrays a good deal of ignorance respecting the legal profession, and as the opinions there expressed are doubtless held by many of your readers, it may be as well to put the other side of the question before them.

Admitting, for the sake of argument, the correctness of your proposition that, theoretically at least, both judges and lawyers are public servants, what follows from this? No servant is expected to work all day long all the year round. And why? Because the experience of mankind shows that there is a limit within which good energetic work can be done by a man; and any work beyond that limit is an injury, immediate and direct, to the man, and indirect but equally sure to the master.

Everyone who has had any experience in business knows that the kind of work which tries a man most is that which involves worry or responsibility. Now, I will venture to assert that there is no occupation into which these two elements enter so largely as into the legal profession. Not only is the reputation of a lawyer more or less at stake in every case which he conducts in court, but he is personally responsible for every loss which occurs through the negligence of himself, his partner, or his agents.

With regard to our judges, it is not to be expected that the public at large should be aware of the work they are called upon to do, for by far the greater portion is done at Osgoode Hall, out of the way of the public.

It is a well known fact, and one very creditable to our Province that our judiciary is composed, with very few exceptions, of men who were, at the time of their elevation to the Bench, among the leaders of the Bar. Their time is taken up, day and night, throughout the year in either hearing cases or in preparing their judgments. And what is the remuneration? About \$6,000 a year. They are men who, without any exception, I believe, are thoroughly honest and conscientious.

Is it not worth our while to take some care of such servants as these to whose hands are entrusted in so large a measure the property

and rights of us all? Are we right in trying to deprive them of a single day of their much needed rest during the hot months of July and August. What men can you name in the mercantile world who are making only \$6,000 a year, or five times that amount, who are in any respect the equals of such men as now preside over the Court of Appeal, or any of the divisions of the High Court of Justice? But you say, "Constantly during the summer months business men have been put to serious disadvantage through the closing of the courts." This statement is incorrect. The Legislature has already provided for any cases of emergency such as you may refer to, and one or more of the judges have to give up their vacation every summer for the express purpose of disposing of any urgent cases.

Speaking for myself, I do not see in what sense lawyers are to be rated as servants of the public. If you mean that their business depends upon their being employed by the public, I agree with you, and the same may be said of almost every possible occupation in the world. But if you mean that the public is entitled to command when and how lawyers are to carry on their business, I, for one, respectfully beg to dissent from your position.

A JUNIOR BARRISTER.

—Uncle Sam—"Now see here, Miss Canada, I just want to ask you one question. Why won't you let us have any more of your herding?"

Miss Canada—"Because you put them in boxes and sell them to us as sardines, that's why."—*Omaha World*.

—The Star Loan Company held its annual meeting last week in St. Thomas. Its aggregate of mortgages now amounts to \$212,683. The earnings of the year were \$9,265 net, being over seven per cent. on the capital paid up. It has a reserve of \$5,300.

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