

THE Railway and Shipping World

Devoted to Steam & Electric Railway, Shipping, Express, Telegraph & Telephone Interests.

VOL. 1. NO. 2.

TORONTO, CANADA, APRIL, 1898.

5¢ A YEAR.

The Minister of Marine.

Of Canada's varied & rich resources none should be more prized than the fisheries; & in a country whose vast lakes are inland seas & whose great rivers are the channels of a nation's commerce marine interests can never take second place. It is over the Department of Marine & Fisheries that the subject of this sketch, the Hon. Sir Louis H. Davis, K.C.M.G., presides.

Sir Louis Davis was born in Charlottetown, P.E.I., May 4, 1845. His father, the Hon. Benjamin Davis, M.P.P., of that city, was the son of Nathan Davis, who was one of the pioneers of the Island, coming to the colony in 1812. Sir Louis received his early education in Central Academy, Charlottetown, afterwards attending the Prince of Wales College & completing his professional education at the Temple, London, Eng. He was called to the Bar of P.E.I. in 1866, & six years later married the fourth daughter of the late Dr. A. V. G. Wiggins. A Liberal in politics, Sir Louis soon became prominent in his party, being Solicitor-General for the Island in 1869, again in 1872-73, & leader of the Opposition in the Legislative Assembly until Sept., 1876, when he became Premier & Attorney-General. In March, 1879, his administration resigned. In Nov., 1880, he was appointed Q.C., & in 1882 was elected to the Dominion Parliament, being again returned in 1887, 1891 & 1896. In the Federal House he became known as a shrewd & able critic, & a dashing & fervent debater. At the general convention of the party held in Ottawa, June, 1893, he was chosen leader of the Liberals of the Maritime Provinces. When the change of government took place the ability & services of the Maritime leader were recognized & he was sworn as member of the Privy Council & appointed Minister of Marine & Fisheries. His re-election was by acclamation. The activities of Sir Louis have not been confined to purely political matters. As President of the Merchants Bank of P.E.I., counsel for the tenantry before the P.E.I. Land Commission, & Canadian counsel before the International Fishery Commission at Halifax, he has become prominent as one whose interests are identified with those of the Maritime Provinces. In 1897, on the completion of the 60th year of H.M.'s reign, he was appointed Knight Commander of the Order of St. Michael & St. George, a fitting recognition of his public services. Sir Louis is a member of the Church of England.

A new office has been created on the G.T.R. Prof. McLeod, of McGill Observatory, has been appointed to have full charge of the transmitting of time over the wires, as well as the company's clocks & employes' watches.

J. A. Richardson, heretofore Canadian Passenger Agent of the Wabash, with office at Toronto, has been appointed District Passenger Agent with headquarters at Toronto and St. Thomas. He will have immediate supervision over passenger business originating in Canada.

MEETINGS, REPORTS, &c.

The Grand Trunk's Semi-Annual.

The half-yearly meeting of G.T.R. shareholders, held at the Cannon St. Hotel, London, Eng., April 5, was most enthusiastic.

The directors' report presented shows a net revenue surplus for the half-year ended Dec., 1897, of £275,263, being an increase of £236,177 over the corresponding half-year of 1896. The passenger traffic decreased £151,728 compared with 1896, however. Freight & live stock increased 410,960 tons, & the earnings per train mile increased 7d. The working expenses decreased nearly 7%.

The Chicago & Trunk shows a deficit of £49,467, being £17,950 better than 1896. The Detroit & Grand Haven shows an increased net revenue of £21,373, leaving a net deficit of £2,174 on revenue charges.

The directors report that an agreement has been entered into granting the Wabash R. Co. joint use for 21 years of a portion of the G.T. lines between Windsor & Black Rock station of the G.T.R. in Buffalo. The



SIR LOUIS H. DAVIES, K.C.M.G.

agreement provides that the Wabash pay the G.T. a rental commencing at \$275,000 a year, to be increased at the end of every 5 years by \$25,000 a year, until it reaches a maximum of \$350,000 a year, at which rental it will continue for the remaining 6 years of the agreement.

The directors regret to report that amicable relations with the C.P.R. have been interrupted in consequence of the unwillingness of the C.P.R. Co. to agree with its U. S. competitors & the G.T. upon equal passenger fares to & from western points. The negotiations which are now in progress it is hoped will result in a satisfactory adjustment of the disputed matters.

The directors record a high appreciation of the great ability displayed by General Manager Hays in promoting the interests of the Co. & of the exertions manifested by him & his staff towards the achievements of the remarkable results attending the working of the road in the past half-year.

The opening remarks of Sir Charles Rivers-Wilson, President, were warmly received, be-

ing punctuated with cheers as he recapitulated the heavy decrease in the expenses & the increases of revenue under the new regime. He gave great credit to the administrative ability of the staff in Canada, & praised them in the highest terms for the remarkable results, as shown by the statements up to the end of 1897.

"The Co. is not now only free from debt, for the first time since 1890," he continued, "but has more than enough cash on hand to meet the outstanding liabilities.

But while this was satisfactory the shareholders must be prepared for an expenditure from the capital account owing to the necessity for strengthening the line in order to haul heavier loads. This would begin on the Portland Division, and they would in June begin saving £8,000 yearly by a reduction of interest owing to the redemption of the 6% bonds. The expenditure from the capital account would be spread over a series of years so as not to cripple any particular year. The President said the Victoria Jubilee Bridge at Montreal was progressing satisfactorily. He expressed the belief that an agreement with the Government in regard to the Intercolonial running powers would soon receive statutory sanction, & said the principle which the present board had always followed was to seek the maximum amount of business at the minimum cost. He congratulated them upon the results of this policy, which, he said, was best illustrated by the fact that the road during the last half-year had hauled 25.4 freight cars per train, compared with 22.8 during the preceding half year.

He especially congratulated the meeting on the building up of the Portland trade. The G.T.'s proportion of the earnings on the Montreal and Portland line was for 1897 almost double that of 1896, & three times that of 1895. He, however, said nothing in reply to the criticism of the G.T. building up foreign ports.

Referring to the rate war he made a long exposition of the differences with the C.P.R., beginning with the Toronto & North Bay disputes. He insisted that the G.T. had, by repeated proposals for arbitration and otherwise, done everything to avert the war. He declared the C.P.R. desired an exclusive contract with the G.T.R. in order to weaken the Chicago connection & damage the G.T.'s connecting roads to Chicago. The G.T.R., he said, would never give up its close alliance with its allies. On the larger question of differentials & the Klondike business, he said the C.P.R. had yet to prove its title to a differential. The negotiations would be continued next month, when it was believed an agreement would be reached. He did not believe that Sir Wm. Van Horne was serious in threatening to build a new parallel line from Toronto to North Bay. He could not conscientiously recommend the English public to find the money. He did not grudge Sir Wm. Van Horne and Mr. Shaughnessy their pride in the C.P.R., but he believed they would soon see the error of their ways & come to an agreement. He also declared the future was filled with the brightest promise, &