

## CONSERVATIVE CAUCUS DISCUSSES RAILWAYS

The "Mail and Empire," of Toronto, a recognized Conservative party paper, which is usually correct in most prophecies regarding government legislation, published an article last Saturday announcing that a government board would be placed in charge of the Canadian Northern and Grand Trunk railroad systems. The article, which had been telegraphed by the paper's correspondent at Ottawa, was as follows:—

"Further discussion of the serious railway situation which confronts the country and the difficulty of which has been accentuated by the war, took place at the caucus of government members of Parliament to-day. Sir Robert Borden and Sir Thomas White are understood to have reviewed the condition of the affairs of the Grand Trunk Pacific and Canadian Northern Railway companies and to have outlined the plans the government has under consideration for preventing financial disaster to those roads, and a consequent impairment of the efficiency of the transportation system of Canada. The government's plans, which members assert will, when announced, meet with the approval of the public, are believed to involve the complete control of the operations of the railways involved, as predicted, and to be wider in scope than has hitherto been suggested. In addition to providing for complete government control, it is stated, they will bring about a mobilization of railway effort which will permit of a saving in operation expenses, and it is hoped, ultimately avoid deficits in the accounts of the Grand Trunk Pacific and Canadian Northern.

"It is reported that the plans involve the operation of the Canadian Northern, Grand Trunk Pacific and Grand Trunk Railway companies by an 'operating board' to be appointed by the government. The corporate identity of the companies would be retained and the question of complete nationalization would be left for consideration at a more opportune time. Some changes might be made in the directorates of the roads, but the operating staffs of the three lines would be retained.

"Under the plans the operating board would consist of competent railway men and would supervise the running and financing of the three lines. Such a board, it is argued, would be able to co-ordinate the operations of the three roads and those of the Intercolonial and National Transcontinental Railway, now included in the Government railway system, stop unnecessary duplications of service and eliminate waste. It might also, it is said, work in harmony with the Canadian Pacific Railway.

"The identity of the three companies, as has been said, would be continued, and they would be enabled, with the aid of the Government, to renew the outstanding short-date loans which will be maturing from month to month in New York and Great Britain in the near future.

"The amount of this outstanding indebtedness is considerable, and it is felt, if immediate nationalization of the railways were resorted to, would hamper the Government in financing for war purposes, and to carry on the ordinary business of the country. Renewal of the notes under Government ownership, would probably involve a Government guarantee of the renewal notes which might then compete upon the market with Canadian Government issues.

"The scheme as outlined would meet the present difficulty, provide for the continued operation of the railways and leave the question of nationalization to be taken up in the light of the success of the co-ordinated roads and financial conditions after the war."

Mayor Martin, of Montreal, has issued a belated statement to the daily press in which he says that he has always been opposed to the aqueduct boulevards plan and that when he was an alderman he voted against the report of the Board of Control recommending an enlargement of the aqueduct and the establishment of boulevards on the banks.

There will be a meeting on August 28th and 29th (Toronto Exhibition week) of the Engineering Section, Ontario Municipal Electrical Association. Managers, superintendents, secretaries and all other officials of the Ontario municipal hydro-electric systems and commissions are invited to attend. The Tuesday session starts at 2.30 p.m.; Wednesday, at 10 a.m. and 2.30 p.m. The meetings will be held in Lecture Room C 22, Chemistry and Mining Building, University of Toronto.

## COOK CO. WAIVES ANTICIPATED PROFITS

A. B. Cook, president of the Cook Construction Co., contractors for the Montreal Aqueduct, denies any desire to have the work cancelled, but wishes to have the Board of Control make up their minds definitely whether or not the work is to be abandoned. The company is willing to cancel the contract if the city so desires, and to waive anticipated profits on the work yet to be done, but will retain its profits on work completed and wants to arbitrate its claims for damages owing to the delays caused by the city. It also expects to be relieved of a portion of the cost of assembling and removing its plant from the work. Owing to delays, says Mr. Cook, only 46 per cent. of the excavation and 17 per cent. of the concrete work have been completed. The excavation work done represents only 25 per cent. of the capacity of the company's plant, and the concrete work, 10 per cent. of capacity.

## TO ADVERTISE CANADIAN GOODS IN FRANCE

The Senate has adopted a resolution of Senator Beaubien, urging the government to advertise Canadian products in France by means of an exhibition train of sample goods. Senator Beaubien said he had suggested to the French government that there should be two trains organized, one carrying French goods to be shown in Canada and the other Canadian goods to be shown in France. A French steamship line had offered free transportation for the trains across the ocean, and the plan had been favorably commented upon by the French press.

Sir James Lougheed said that there were limits to what any country could do in the way of giving effective aid for the development of foreign trade, which must be developed more or less through natural channels. In Canada there had been a disposition to rely on government assistance for everything. Not a railway could be built without government aid; there was not a transportation project that the government was not called upon to finance. This had the tendency to rob the people of initiative and confidence. The present and past governments had, to as large an extent as they were warranted, given assistance and aid to both domestic and foreign trades. He had observed frequently that enterprises without government assistance did better than those that relied upon the government. Sir James promised, however, to direct the attention of the government to the matter.

By building two canals, one 45 and the other 30 miles long, and utilizing a river, the Italian Government is planning to connect Milan with the Adriatic Sea.

Hon. Frank Cochrane has introduced a bill, which, if passed by the House of Commons, will place the Intercolonial Railway under the jurisdiction of the Dominion Railway Board in matters of rates, traffic, etc.

In Japan's eleven shipbuilding yards there are 189 steamers, each exceeding 1,000 tons, now being build, or on which work will soon be begun. The government grants a subsidy for each steamer. The combined tonnage represented is 948,034.

The Thor Iron Works, Ltd., will launch Hull No. 4 Bulk Freighter at noon to-day. The carrying capacity of this boat is 4,300 tons, length overall 261 ft., breadth moulded 43 ft. 6 in., depth moulded 28 ft. 2 in. The boat was built for the Great Lakes Transportation Co., Ltd., of Midland, Ont.

The first floating dry-dock ever seen in Toronto was hauled into the city on July 28th, the huge structure having been brought in three sections from Sturgeon Bay, Wisconsin, a distance of about a thousand miles. The structure weighs several thousand tons. The dry-dock, the cost of which was between \$50,000 and \$60,000, was purchased by the Toronto Dry-dock Company, the principals in which are Messrs. John E. Lewis, a local contractor; Lawrence Solman, of the Toronto Ferry Company; C. S. Boone, Toronto; Capt. John J. Manley and H. Dickson, of St. Catharines. According to Mr. Russell, the dry-dock will be ready for business in a few days. If it proves a success the company will construct a modern, steel-floating dry-dock in keeping with those on the upper lakes, the idea being to accommodate canal-sized freighters and vessels of the larger types.