

At the recent World's Fair Congress on Good Roads at Chicago a paper was read by Professor Lewis M Haupt, of Philadelphia. The argument in this address was opened by a statement of the total tonnage of the railroads in the United States in 1891, amounting to 704,399,000 tons, carried an average distance of 115 miles, and given a ton mileage of 81,210,154,000. This movement cost the shippers \$755,254,430. To produce this result there had been invested in railroads the incomprehensible sum of \$10,389,834,228, an average of \$61,878 per mile, and it had paid a fair revenue. The speaker then showed the enormous economy resulting from reduced resistances to locomotion, as instanced by the waterways, and cited the case of the improvements on the great lakes, where a total expenditure of \$30,000,000 had saved in the cost of transportation by water, as compared with rail, nearly \$150,000,000 in one year. He emphasized the fact that a very large percentage of the tonnage moved by rail or water must first traverse the common road over which the resistances, as measured by the cost of movement, are 22 times greater than by rail, and 266 times greater than on the ocean—that the earth roads could be greatly improved at comparatively small expense, and that the resulting benefits would be general, affecting all classes of the community and all other systems of transportation.

HERE is a potent fact for Canadians to ponder over and appreciate. They may have heard it before, but it will bear repetition. Mr. Van Horne, the able president of the Canadian Pacific, returned from England in the *Lucania*, the new fast Cunarder. He reminds our Montreal correspondent that

a vessel of similar sailing qualities running between Liverpool and Quebec could put passengers in New York 30 hours quicker than by the southern route. In other words, if A. started for America via New York and B. via Quebec, and both had particular business requiring attention in New York, B., by taking the Canadian route, would be one day ahead. How long would A. and men like him continue to take the slow and long route? Crossing the Atlantic has become a great business as well as a pleasure. But the passage itself, to the average man, is a trial. Reduce the time and sickness of the trip to a minimum and you vastly increase the traffic. Nature has intended Canada to be the great highway of commerce and transportation. How long shall we delay taking full advantage of our opportunities?—The Empire.

If Canada could afford it, it would be a fine thing if we could have steamers plying regularly between Quebec or Halifax or St. John and Liverpool equal in speed and accommodations of the new Cunard steamers. It would cost us hundreds of thousands of dollars annually to indulge in such a luxury, but it would be difficult to point out wherein we would be specially benefitted. Freights would not be lessened, in fact freight rates by such steamers would be practically prohibitory; and there are already established lines of steamers which fairly meet all our requirements in that direction. And as to the quick time in which passengers could travel via such steamers between New York and Liverpool, in what way would such speed benefit us? Why should we spend hundreds of thousands of dollars annually to enable rapid travel between New York and Liverpool? The money could be expended to much better advantage in improving our canals, making it possible for cargoes of grain loaded at

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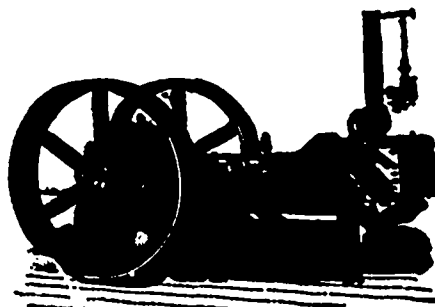
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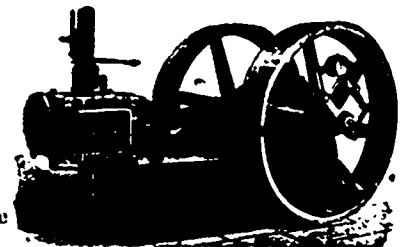
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