

# The Chronicle

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**ANGLO-GERMAN RELATIONS.** **T**HERE seems to be considerable confidence in government circles both in London and Berlin, in the development of cordial relations between Great Britain and Germany. The most interesting announcement made by Mr. Asquith, is that Lord Haldane's visit to Berlin was prompted by an intimation from Germany that the visit of a British cabinet minister would not be unwelcome and might facilitate the object common to both governments. He added: "Those expectations have been completely realised. There was perfect freedom of statement and frankness of explanation over a wide area of discussion. The very fact of such an interchange of views under such conditions ought in itself to dispel the suspicion, wherever it still prevails, that ever this Government contemplated aggressive designs. But I am happy to say that in itself it has been a great gain."

**COST OF THE GRAND TRUNK PACIFIC.** **T**HE Hon. Frank Cochrane, Minister of Railways, says that the capital cost of the Grand Trunk Pacific to January 1, 1914, is \$187,781,128.68. With the interest for the seven years extra when the G.T.P. is not bound to pay interest, the estimated capital cost is no less than \$236,000,000, or a capital cost of \$130,800 per mile. The length of the line from Moncton to Winnipeg is 1,804 miles; the grading has been completed on 1,587 miles on twenty-one contracts; the track has been laid on 1,378 miles of main line and 278 miles of sidings; 928 miles of telegraph lines have been constructed and 82.75 per cent. of the bridges erected.

The cost of the eastern division of the National Transcontinental is estimated at \$171,726,000 and if handed over to the Grand Trunk Pacific on January 1st, 1914, and the money is borrowed at three per cent. the interest will be as follows:—Interest during construction at 3 per cent. to December 31, 1911, \$7,690,128.68; interest on estimated expenditure at 3 per cent. for one year to December 31, 1912, \$3,730,000; interest on estimated expenditure at 3 per

cent. for one year to December 31, 1913, \$4,635,000; estimated cost of completed road, exclusive of interest, on December 31, 1913, \$171,726,000; capital cost estimated to January 1, 1914, \$187,781,128.68; interest on \$187,781,128.68 at 3 per cent. for seven years from January 1, 1914, \$39,434,031; add betterments during nine years from January 1, 1912, unforeseen and unestimated, \$7,884,840.32; interest on \$7,884,840.32 at 3 per cent., based on expenditure of one-ninth per year, \$900,000; capital cost estimated to January 1, 1921, \$236,000,000, or a capital cost of \$130,800 per mile.

If the road does not earn 3 per cent. in excess of working expenses for the three years ending December 31st, 1923, then interest is added to capital for three years longer, adding \$22,050,000 to capital cost, making the capitalized cost of the railway \$143,015 per mile plus expenditure for betterments for 43 years. The capital cost estimated to January 1, 1924, will then be \$258,050,000.

## CANADIAN RAILWAY ACCIDENTS.

**T**HE railway accidents in Canada in the year 1910-11 include 28 passengers killed and 288 injured; 202 employees killed and 1,314 injured; 185 trespassers killed and 154 injured; 48 non-trespassers killed and 135 injured; 2 postal clerks killed and 15 injured.

While these figures are not so bad as those for the United States, they are much worse than those of England and much worse than they ought to be. The excess both here and in the United States is due, as **THE CHRONICLE** has frequently pointed out, to the constant failure to bring home the responsibility where it belongs, and to punish the negligence which is, in nearly every case, criminal. There is too much sympathy for men, who risk other people's lives, and too little for the victims. The average investigation by a coroner's jury is the merest farce. What is wanted in every case is a government investigation by officials who know something about the conditions of railway work.