

EAST AND WEST ARE CO-PARTNERS

There Are No Divisions in Commercial Canada—
Manufacturers Discuss Tariff Adjustments

"It must be remembered that since 1878 the investment of British and foreign capital in manufacturing establishments and in industries incidental thereto, has been enormous. Any change, therefore, in the policy of the country in regard to tariff matters must be approached in a careful and conservative manner, if the best interests of our own people are to be considered, and if the capital already invested is to be properly safeguarded and the high credit and borrowing powers we have enjoyed in the past maintained," remarked Mr. C. B. Gordon in his presidential address at the Canadian Manufacturers' Association Convention.

"But although I think I am safe in making the statement that the tariff is generally satisfactory to the manufacturers' interests, and is approved by the vast majority of the people of Canada, still, through the lapse of time, and due to the ever-changing conditions under which business is carried on, especially in a new country, inconsistencies have crept into it, and if in many cases these are not of a serious nature, still they call for adjustment.

"I am not here to say that a general revision of the tariff is either necessary or advisable at this time—but I am convinced that there are some items in the tariff which call for immediate action on the part of the government, which, if not properly adjusted, will lead to serious losses to investors and to the credit of the country, generally.

Semi-finished Materials Left Without Protection.

"I refer, for instance, to the iron and steel tariff, to which a certain amount of protection is given with one hand, and taken away with the other.

"The finished products in this industry have been given a fair amount of protection, but the materials of a semi-finished nature, and which are produced by the development of our natural resources, are left without proper protection. I do not think, from what I am told, that even this schedule calls for any advance which would cost the consumer a penny, but rather to internal adjustment placing the rates on the different manufactures of iron and steel, where they properly should be, to afford fair and scientific protection according to the amount of capital and labor involved.

"The Manufacturers' Association understands that the position of the government in dealing with tariff is a delicate one, as it has been said that the West was opposed to protection. But we have reason to believe that a considerable change has come over the West in this respect. Why? Because they are witnessing the establishment of more manufactures in their midst, and it has become a settled policy of the Association to encourage in every way in their power the opening of establishments in the West.

"If any person be doubtful of the present or future prospects of manufacturing in Canada, I would advise a visit to the Canadian National Exhibition at Toronto, which has just closed. Here will be found gathered together, each year, and placing before the Canadian people for their approval, as it were, the results of our present tariff policy, and I think those of you who have visited that exhibition, will agree in pronouncing it conclusive evidence of the progress of manufacturing and the desirability of continuing present policy.

Development Based on Firm Foundation.

"I referred to the position of the East and the West in regard to tariff matters, and to the difficulty which the government of Canada, for the past ten years, has been confronted with, but really, for anybody to speak of the East and West of Canada in any way, other than in geographical terms, is ridiculous, for, in so far as trade and commerce are concerned, there is no such thing as East and West in Canada—the West has been made by the East and the East is now benefiting by the prosperity of the West. The immense development of our western country would not have been possible, and could not have taken place in the limited space of time in which it has taken place, were it not for the firm foundation of credit which has already been established by our eastern provinces."

CANADIAN MANUFACTURERS' NEW OFFICERS

The election of officers at the convention of the Canadian Manufacturers' Association resulted as follows: President, C. B. Gordon, Montreal; first vice-president, E. G. Henderson, Windsor, Ont.; second vice-president, J. H. Sherrard, Montreal; treasurer, George Booth, Toronto; auditors, Wilton C. Eddis & Sons, Toronto.

Chairman of Committees—Tariff, H. H. Champ, Hamilton; Transportation, S. R. Parsons, Toronto; Legislation, T. Findlay, Toronto; Membership, N. A. Howie, Toronto; Insurance, H. W. Fleury, Aurora, Ont.; Technical Education, H. H. Mason, Toronto; Workmen's Compensation, P. W. Ellis, Toronto.

CANADA TRANSPORTATION LINES ORGANIZED

All Companies Except Richelieu and Ontario Have Been
Actually Taken Over—Details of Capital

The position of the Canada Transportation Lines, Limited, is stated as follows by Messrs. Colin McCuaig and Company, of Montreal. All the companies, except the Richelieu and Ontario, which were included in the consolidation plan, have now actually been taken over by the Canada Transportation Lines. The Richelieu and Ontario, was to go in under certain conditions and it is on the working out of this side of the plan that the various interests are now engaged. Meanwhile the Richelieu and Ontario is merely continuing along on the old lines as a separate enterprise.

Capitalization of New Company.

The capital of the new company will be as follows:—

\$8,000,000 5 per cent. debenture stock.

\$12,500,000 7 per cent. cumulative preferred stock.

\$12,500,000 common stock.

Regarding the above issue of common stock, it is probable that not more than \$9,500,000 will be actually issued. Any such change will not affect the proportion of the common stock which the shareholders of the Richelieu and Ontario Company are to receive. Therefore they will get, as originally announced, 120 shares of the preferred of the new company with a bonus of 40 per cent. common of the new company, for every 100 shares of the Richelieu and Ontario.

Estimated Total Earnings.

The estimated total earnings of the new company for the year 1913 are as follows:—

Total net earnings \$2,016,948

Debenture interest \$375,000

Preferred dividend 875,000

..... \$1,250,000

Available for reserve and dividends on

common stock 666,948

Equivalent to 6½ per cent. on the common stock.

From a market standpoint, the introduction of the stock into England should considerably reduce the floating supply, as it is the intention to list it on the London Stock Exchange, as well as the Montreal and Toronto, and thus a much wider market will be established.

DEATH OF MR. JAMES ROSS

Mr. J. Ross, the well-known railway builder and financier, died at his residence, Montreal, on September 13th. The late Mr. Ross was born at Cromarty, Scotland, in 1848, and was educated at Inverness Academy and elsewhere. He took up the profession of civil engineering, emigrating to America in 1870, where he was employed with the Ulster and Delaware Railway, a line in New York State, and later with the Wisconsin Central and the New York, Ontario and Western.

He removed to Canada with his wife in 1878, and became a resident of Lindsay, Ont., where he was appointed chief engineer and general manager of the Victoria Railway, now part of the Canadian Pacific system. During the same period he built the Credit Valley Railway. In 1883 Mr. Ross joined the Canadian Pacific Railway, then a line largely on paper, and was placed in charge of the construction west of Winnipeg. As engineer, and later as contractor, he built the main line through the Rocky Mountains, completing what he regarded as his greatest achievement in 1885. Subsequently he built the Regina and Long Lake, and the Calgary and Edmonton lines of the Canadian Pacific.

Mr. Ross removed to Montreal in the year 1888, and soon afterwards turned his attention to the newly-invented electric street railway, of which he built a large number in Canada. The Toronto Railway was one of these, Mr. Ross, with Mr. William Mackenzie, having bought the old horse car system from the city in 1892, with a thirty-year franchise. Mr. Ross electrified the system and Mr. Mackenzie attended to the financing of the company. He also built the electric railways in Montreal, Winnipeg, London, St. John, and Kingston, Jamaica. He was associated with Mr. Mackenzie in the electrification of the steam tramway system in Birmingham, England, which was later bought by the municipality. Mr. Ross also was connected with the organization of the Mexican Light and Power Company, now controlled by the Pearson interests.

Since his retirement from the Dominion Coal Company, Mr. Ross has had little to do with the direction of the numerous companies in which he was financially interested. He retained, however, the presidency of the Dominion Bridge Company and of the St. John Street Railway, and was a director of the Bank of Montreal, the Royal Trust Company and the Canadian General Electric Company, as well as of several industrial corporations.