

TRANSPORTATION VIA CANADIAN ROUTES

From Pacific Coast Comes a Suggestion That Canada Enter Into Reciprocal Relations With South American Countries

Editor, *The Monetary Times* :—

The British Columbia board of trade are agitating for water transportation between eastern and western Canada, via United States ports, and this because railway transportation is more expensive, because this seems to be unfair discrimination in allowing such shipments via the lake ports, and also because Canadian water transportation is inadequate for Canada's needs. This inadequacy is mainly owing to Canada being able to make use of United States ports, and by these ports having generally ample shipping facilities for both countries.

These facilities have been brought about partly owing to United States ports serving larger populations, and partly to the subsidies the United Kingdom is giving to shipping via the United States, which enables shipping companies to put on United States routes better ships and a cheaper service than they otherwise would be able to do.

Change Suggested in Customs.

Another cause is the Canadian people, in accepting the customs regulations which enable goods to be shipped in bond through the United States, and allowing Canadian bonded railways to have their terminals at United States ports instead of Canadian.

If Canada desires to have her own transportation equal to her needs wholly independent of the United States, or British shipping using United States ports in preference to Canadian, it will be advisable to change these customs regulations, first, as to the British preference in limiting it to goods shipped direct to a Canadian port. Second, as to goods being shipped free of duty if imported direct from the country of their origin. This direct importation should be limited to goods shipped to a Canadian port and to those countries which give a corresponding concession in favor of Canadian goods. And third, no manifest should be issued allowing any goods being shipped from one part of Canada to another through a foreign country.

Reciprocal Treaties with Latin America.

These changes are necessary to strengthen and increase Canadian transportation facilities, to lower the rates, and to obtain water transportation so adjusted that it shall bring traffic to the railways instead of taking it away.

The copper trade enables an illustration to be given which will show how these changes will work. Most of the copper imported into Canada comes from Brazil, is imported free via United States ports and distributed by United States railways. The shipping facilities from Europe and the United States to Brazil are such as to take a new service from Canada and of the paying line. But from the States and Canada the shipping to the whole coast of Central America is so bad that any line of well-equipped boats would command the trade. Now Central America grows coffee abundantly, and of a superior quality to the Brazilian.

If Canada would make the suggested change as to its free imports and could enter into a reciprocal treaty with, say, Guatemala and Salvador, an impetus would be given towards establishing a direct service with these countries. As with the coffee, so with the banana trade. These mostly come from Central America, and are also shipped to United States ports and distributed by United States railways. This trade to Vancouver city alone amounts to about 4,000 measured tons a year. The saving in freight rates by direct water shipment would exceed \$40,000 a year. The trade inland to the central provinces as far east as Winnipeg would probably exceed this fourfold, and at the farthest point the cost would be less than at present from New Orleans, and the haulage wholly Canadian.

These two items, with free imports limited to Canadian ports, would not only attract shipping, but also open up a new market to about four millions of people. Further, if the Panama Canal shall prove itself a success, the service could be continued through the canal to St. John or Halifax, and the cheap water transportation between eastern and western Canada assured and the railway traffic from the coasts inland more than doubled. While the British prefer-

ence, being limited to Canadian ports, the transcontinental traffic would be increased by all that now taken over the United States lines. But this will require statesmanship and money. Canada has both, but they are working separately: to wit, the war loan. The statesmen wanted the money and borrowed it at 5 per cent. The bankers have over twice the amount and lend it to the United States at 2 per cent. Again, nickel and copper are needed for our manufacturers.

We ship crude ores to the United States and buy back the refined metal. Last year about 80,000,000 pounds of copper was so shipped and about 50,000,000 pounds of nickel ore. If an export duty of 1 per cent. per pound were placed on these \$1,300,000 a year would be acquired. And if our statesmen and financiers will work together on a co-operative basis, such as investing this income as long as it lasts or is needed, dollar for dollar, in these businesses and shipbuilding, the state to receive no interest for the three years or so, and thereafter not more than 2 per cent., not only would they be developed, but a great impetus given towards the improvement of transportation facilities.

Concentrate all Energies.

Once more, if the statesmen and bankers will work together and establish a Canadian bank, whereby the full benefit of call loans and the retention of the money in Canada can be attained, the money could be used in developing our other resources instead of financing our rivals in the States. Recently a manufacturer in this city had an order for munitions and wanted copper. He ordered it from the states. Instead of the copper he received a reply: "Tell us what you need and we will make it for you, but we cannot sell you the copper."

There is still another aspect of the case. Geographically, Canada is the trunk of the empire and affords the shortest routes from the Orient and Australia to the United Kingdom. To impel inter-imperial trade to take advantage of this, Canadian transcontinental transportation must be quicker, better and cheaper than by any other route. This necessitates that there shall be no dissipation of our energies or opportunities in favor of the United States, but rather a concentration of them so that not only shall inter-imperial trade follow the "all-red route," but that of our neighbors and rivals be tilted the same way.

Yours, etc.,

T. E. Julian.

Vancouver, B.C.

SENECA-SUPERIOR MINES

The company was incorporated on September 29th, 1911, and has authorized capital of \$500,000; issued stock amounts to \$478,884. The company paid dividends and bonuses in 1913 of \$310,774, 65 per cent.; 1914, \$335,218, 70 per cent.; 1915, \$335,218, 70 per cent., a total to December 31st, 1915, of \$981,212, 205 per cent.

In the list of dividends and bonuses paid by this company is included a dividend which has been declared of ten cents per share, together with a bonus of ten cents per share, payable on Wednesday next.

The operating cost per ton and per ounce from June to October, inclusive, are as follows:—

	Per ton.	Per ounce. Cents.
June	\$4.25	.096
July	3.05	.069
August	3.07	.063
September	3.36	.048
October	3.55	.048

The cash statement as of November 20th showed cash in the banks of a little over \$240,000, and in addition to this the company has seven cars of ore in transit.

The Etna Life Insurance Company's subscription for the Canadian domestic war loan was \$300,000.

An investment bond house, with head office in Toronto, is anxious to get into touch with a bond salesman with good connection. Those of our readers who are interested, should get into touch in the first place with Mr. Jas. J. Salmond, managing director of *The Monetary Times*.