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THE BATTLE OF THE PORTS.

IT is probable that the cables give an exaggerated importance to the decision of the Cunard to make Southampton the headquarters on the English side of its Canadian service. The decision appears an entirely natural one, since the Thomson line steamers, which form the nucleus of the Cunard's Canadian fleet, have been calling at Southampton since last year, and at the present time there is no other Canadian line sailing from the Hampshire port. But it does not follow that the move is a preliminary to the desertion of Liverpool by the Cunard's New York boats; it may reasonably be assumed, in fact, that there is less likelihood of the Cunard now going south for its terminal port on the English side than there was a year or two ago. With the keen competition that exists in the North Atlantic trade, and the certainty that in the near future that competition will become even keener, it is difficult to forecast what developments may be made, in the struggle for the passenger. At the same time, the Cunard under present circumstances by the use of Fishguard as a port of call eastbound, has a distinct advantage over its competitors—a superiority which would have to be compensated for elsewhere, were the Cunard to go to the English Channel. Southampton has the great advantage of being but a few hours run from Cherbourg and other French ports, where the continental traffic can be tapped. But, probably to a greater extent on the other side than on this side, the battle of the ports is still undecided. New conditions are bringing gradual changes in the traffic routes, and, possibly, the only thing obvious in this connection is that the route between London and New York, the two greatest cities in the world, is in a state of transition.

THE ALL RED ROUTE.

THIS question is not without its bearings on the much-discussed "All-Red" steamship service, a project which has now come into concrete form by the incorporation, a few weeks ago, of the Imperial Steamship Company. The names of these who are backing this undertaking, well-known shipping men, and shipbuilders, is an indication that the project is being seriously undertaken, and that if the scheme can be successfully carried out, nothing will be left undone to make

it a success. But we are not at all certain, even with the very heavy subsidy, which would, no doubt, be arranged with the governments concerned, that the Company would find its task an easy one. Twenty-five knot steamers are expensive things to run, but apart from that, there are other serious considerations. For the average passenger, the route would not be an attractive one. A prolonged train journey to Halifax, and another one when Blacksod Bay was reached, with a crossing of the Irish Sea, whether by train ferry or otherwise, might be fast, but it would not be particularly advantageous to the average man. And is the average passenger, sailing from Canadian ports or coming to Canada, in such a hurry that the saving of 12 to 24 hours on his journey matters? We think not. There is strong evidence that the great bulk of passengers, travelling by Canadian shipping routes are either on pleasure bent or journeying under other circumstances, where 12 hours more or less on the journey is not a matter of importance. The immense popularity of the moderately priced and comfortable two classes only boats on the St. Lawrence route with passengers, not only from Canada, but from the Western States in increasing numbers, is interesting evidence on this question of time. The business man in a hurry has all the facilities he needs at present via New York, a distinctly more comfortable route than that proposed, and, we doubt whether his kind are sufficiently numerous to fill the first-class passenger accommodation of the new steamers. If not, the demand will have to be created.

THREE GREAT BISHOPS.

BISHOP DUMOULIN, of Niagara, who died this week, was the last survivor of a famous trinity of bishops, which comprised the late Bishop Carmichael, of Montreal, the late Bishop Sullivan and himself. Many years ago, away back in 1849 and 1860, these three came out to Canada from Ireland as young men. Each rose to the Episcopate; each in different parts of Canada did an influential work; each, in his respective sphere, made his mark upon the history of the Church of England in Canada. The three were perhaps the most eloquent preachers of their church in Canada; each was beloved by all who knew them; and, in a sense the death of Bishop Dumoulin may be said to mark the close of a period in the history of the Church of England in Canada.