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More Definite Recognition of Canadian Products.

THE Dominion should more earnestly see to it that products marketed overseas obtain definite recognition as to Canadian origin. This is a three-fold desideratum. It is essential not only to the full development of export trade, but also to the increasing of first-class immigration and to the interesting of capital from abroad. For instance, the imports from Canada to France are undoubtedly underestimated, the bulk of products which are shipped via New York being entered as from the United States. So it is with other customers of Canada; and one of the avowed objects of the recently formed Canadian section of the Paris British Chambers of Commerce is to overcome the European habit of confounding Canadian products with these of the United States. In Great Britain too, the same lack of recognition unfortunately exists, as witness the Tariff Commission's memorandum to the effect that Canada exported only \$1,500,000 of goods and products to Australasia in 1906. In his suggestive Tuesday talk before the Canadian Club of Montreal regarding National Housekeeping, Mr. Donald Macmaster, K.C., mentioned that he had more than once taken occasion to point out in the old land, that the British Board of Trade returns regarding wheat received from Canada are utterly inadequate—in fact he believed the total therein reported to be little if any more than half the real amount.

Without doubt, the greatest step towards fuller recognition of our exports is the growing development of domestic transportation and direct shipment from Canadian ports. In commenting some time ago upon completed and projected increases in Western railway mileage, The Globe of Toronto struck a warning note regarding the pouring of grain in rapidly increasing quantities into the "hopper" without enlarging the "spout." What it

considers as Canada's most urgent transportation requirement is such improvement in the harbour facilities of Montreal (the hopper), and in the St. Lawrence channel (the spout) as will enable Atlantic vessels to keep the national port in a condition to receive all that can be poured through it.

Future Shipping Extension.

INTERESTING in connection with the future extension of Canada's ocean shipping is an announcement made by Mr. Chas. M. Hays, president of the Grand Trunk Pacific, and general manager of the Grand Trunk, who has returned from his five week's tour of the West. In an interview on Monday he made the interesting statement that as soon as the transcontinental system is completed and in a position to give the public a new through service, the G. T. P. and G. T. R. will have lines of steamers under their own disposal on each ocean.

"It may be," said Mr. Hays, "that we will have a fleet created by ourselves on one ocean and make arrangements with some existing company for an alliance on another, but assuredly the Grand Trunk and its affiliations will be in a position to play a leading part in the world's transportation facilities."

Antipodean Banking Parallelisms.

ALTHOUGH in less direct touch than Canada with the great world-marts, Australasia has recently experienced similar financial tendencies. Combined banking returns are now available from the Commonwealth and New Zealand, for the quarter ending June 30. Elsewhere in this issue more detailed consideration is given to the Antipodean parallelism observable in the half-year's banking development. Altogether, up to mid-year 1907, the banks of Aus-