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Vancouver or Seattle.

It looks very much as though the people of Vancouver have a real grievance on their hands. British Columbia has had a good many grievances in its day and has stood pretty loyally by the Confederation pact, since the days when it was induced to enter, by the promise of the building of the C. P. R. Taking into consideration all that the C. P. R. has meant to them, they have no grievance in regard to it. But they are raising a question to-day about the G. T. P., which promises to make the Ottawa Government feel anxious for some time, unless they are able to solve it quickly and effectively. Their trouble is the fear that the supplies which are to go in from the West, for the building of the city of Prince Rupert, and the construction of a great deal of the western end of the G. T. P., may pass by their doors without benefiting them at all. The belief prevails that the G. T. R. will carry the supplies to Chicago and hand them over to American roads to be carried on at Seattle. From Seattle they would be sent on in steamers to Prince Rupert and would never go near Vancouver. The British Columbia Saturday "Sunset" refers to the subject as follows:

"Does the business community of Vancouver realize the seriousness of the situation which will confront this city from the policy which there are good reasons to believe the Grand Trunk Pacific Railway will adopt in using Seattle as the port of departure for Prince Rupert?

"Has it yet been borne in upon

become a most critical question for this city?

"Is it understood that Vancouver stands to lose all the benefits which should accrue to this city from the construction of that line and that we stand in imminent peril of losing the permanent trade of the territory that will be developed in the north?

"We have already seen large or Vancouver business men that this may ders for timber supplies placed in Washington and Montana, while our own mills and logging camps stand idle. No secret is made of the fact that Seattle will be used as the Pacific port of departure for all supplies originating in Eastern Canada for Prince Rupert. From Montreal to Chicago is a haul of about 800 miles over the line of the G. T. R. From Chicago the G. T. R. has traffic arrangements with the C. B. & Q. to St. Paul. At this point it will deliver its freight to the Great Northern for Seattle. It should deliver it by Canadian lines through Vancouver."

What the people of British Columbia are claiming is that the traffic should be delivered by the G. T. R. to a Canadian road, at the nearest Canadian point to Chicago by direct route. This would be at Portal on the Soo line from St. Paul. The G. T. R. connects with St. Paul via the C. B. & Q. from Chicago. The G. T. R. naturally is not in a hurry to hand over any more traffic than it can avoid to its rival the C. P. R., and it may not expect that if it did so, it would receive the most generous treatment from the latter road. These are minor points compared with the interest of the whole people of Canada. Many millions of dollars will be spent in the construction of the G. T. P. It is a duty we owe to ourselves, to see that as much of the profit from the spending of this money as can be handed over to Canadians, should be so disposed of. With a complete Canadian transcontinental railway across Canada, it would be childish to permit of trade animosities depriving Canada of the profits of an industry which she is establishing for herself. Let the G. T. R. and the C. P. R. forget their rivalries for the time, and try to agree about this business. If they cannot come to definite terms let the Railway Commission deal with it. This is, more than almost any other, a question for the Commission to handle if the interests of Canadians are threatened.

Vancouver has sat patiently aside waiting for its turn for many a day, and has swallowed some bitter pills in the past. When it saw the outfitting trade for the Yukon making its

headquarters in American cities, it submitted gracefully. It had to do so. It has suffered a great deal on account of the Asiatic invasion also, and has put up with many other troubles, as it believes, for the "general advantage of Canada." This time it is complaining. The question should be dealt with at once.

Skyscrapers at Ottawa.

A proposal has been made by one of the aldermen of Ottawa that a limit be set to the height of buildings in that city. He suggests eight storeys. As yet, the matter has scarcely even reached the discussion stage. It certainly deserves to be discussed thoroughly. No city in Canada could be more completely ruined by the erection of skyscrapers than Ottawa. To-day it is in a transition stage and gives good promise of becoming soon, in reality, "the Washington of the north." Like Quebec, Ottawa has a distinctive charm of its own. It occupies a wonderful site and its plan contributes to the centralization of the city about the beautiful Parliament Buildings. The modest pretensions of its builders and the good taste of those who have had something to say about its designing have assisted in producing the nucleus of one of the most attractive cities of North America. All this beauty and charm can be abolished in a decade if the erection of skyscrapers is permitted. Let those who are responsible see to the matter now. Already there are a few buildings in the nature of skyscrapers. They have provided the thin edge of the wedge. Canada cannot afford to waste the opportunities provided by nature for building a beautiful Capital.

Inspection of Moving Picture Machines.

While on the subject of building regulations something may be said about a bill which has been introduced in the Ontario Legislature, and which will probably commend itself to the public who patronize moving picture shows. A few weeks ago the press reported accidents resulting from ignition of the films used in such machines and causing a panic among the audience. Experience indicates that there is little danger of such an accident if the machines are in proper order, and are intelligently managed. The danger lies in careless handling, and in permitting the machines to get out of order. Acting on the belief that an ounce of prevention is better than a pound of cure, a bill has been