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## THE GRAND TRUNK PACIFIC

Scarcely had Mr. James A. Hill stated at Montreal that Canada has enough railroads, than Mr. E. J. Chamberlin, president of the Grand Trunk, said that as a railroad he never expects to see the Grand Trunk Pacific completed—because more mileage must continually be added to branch line construction and otherwise. This is according to the principle that no progressive railroad ever is completed. The time is fast approaching for the completion of the backbone of the Grand Trunk Pacific from the Atlantic to the Pacific Ocean. Its steel will be connected between Winnipeg and Prince Rupert within less than a year and Mr. Chamberlin sees no possibility of a hitch in the plans for the Grand Trunk Pacific to take over the National Transcontinental, the section built by the Dominion government between Winnipeg and Moncton.

This road is tapping the famous clay belt of Northern Ontario and is expected in due course to give an impetus to settlement and business generally in that region. The Grand Trunk Pacific has running rights by lease over the Temiskaming and Northern Ontario Railways, the Ontario government road. As Mr. Chamberlin points out, however, the question of routing of freight lies with the shipper. When he is shipping grain, for instance, he engages vessel room at Montreal, Quebec, Halifax, Boston or New York, as the case may be, and his grain is routed accordingly.

The Grand Trunk pays the Temiskaming and Ontario Railway Commission a fixed yearly sum, based on 4½ per cent. of one-half of capital cost, for the main line of the railway—North Bay to Cochrane, inclusive. For the purposes of the agreement at its initial point, the sum of \$300,000 was fixed as the rental, based upon the capital cost of the main line as of July 1, 1911. Cost of additions

### PRINCIPAL CONTENTS OF THIS ISSUE

Editorial:	PAGE
The Grand Trunk Pacific .....	241
Fair Markets for the Farmer .....	241
Insanity .....	242
Time for Adjustment .....	242
<b>Finance and Economics:</b>	
Canadian Banking Statistics Analyzed .....	251
Banks and Underwriting .....	255
Adjustment of Capital Demand to Supply .....	259
Dominion's Financial Accounts .....	262
<b>Stock Exchanges:</b>	
Prices of the Week .....	268-9
Canadian Securities in London .....	270
<b>Bonds and Municipal Credit:</b>	
Raising Money for Municipal Bonds.....	245-6-7
London is More Responsive .....	54
Municipal Financing .....	272
<b>Commerce and Transportation:</b>	
Marketing Canada's Grain.—I. ....	244
World's Tea Supply .....	249
Railway Construction on Pacific Coast .....	250
<b>Insurance:</b>	
Health and Accident Insurance Agents.....	248
Value of Life Insurance .....	252
What Caused Factory Fire? .....	262

and betterments from that date are added to capital cost, on which the Grand Trunk will pay interest upon one-half thereof, which naturally increases the rental annually. In addition, the Grand Trunk has to pay its proportionate share of operating and general expenses. The agreement is to be in force for twenty-five years from the date on which the Grand Trunk begins to use the line, and an option clause renews all rights for twenty-five or more years.

The financing of the road is progressing favorably, although it will cost considerably more than was originally estimated. The directors met recently and authorized the issue of \$15,000,000 debentures in respect of the loan for that amount which was granted to the company by the Dominion government at the last session of parliament. This is the second loan of that nature which the company has been fortunate enough to obtain, the former being one for \$10,000,000. The Grand Trunk Railway guarantees both issues. Mr. Chamberlin has hinted that the latest loan of \$15,000,000 will not be sufficient to complete the line and further financing in connection with the road may be expected towards the end of the year or early in 1914. The company sold £1,500,000 5-year 5½ per cent. notes in London last week, which will pay for equipment on order.

## FAIR MARKETS FOR THE FARMER

The farmer in Canada has innumerable problems to solve and not the least important appears to be the question of finding a fair market for his crops after they are raised. This is constantly being emphasized, more especially in Ontario. The farmer often gets the barest pittance for his products, and the consumer pays the highest possible price for the same products. Who absorbs the difference?