

Fast Atlantic Service.

At the recent annual dinner of the Toronto Board of Trade, President Van Horne of the Canadian Pacific Railway delivered the following speech in reply to the toast, "The Railway and Shipping Interests."

A rousing cheer greeted the gentleman as he arose to say: Mr. Chairman, Your Excellency, ladies and gentlemen: Of the two interests mentioned in the toast to which I am called upon to respond, I need say little about railways. I do not imagine that I can say much on that subject that will be new or of interest to you. But in regard to shipping there are some important and pressing questions, which you, gentlemen, representing the trade of one of the two great commercial centres of the Dominion, ought to consider. When I had the honor of addressing you on a similar occasion three years ago I spoke of an improved Atlantic steamship service as the greatest need of the country. That need has become greater day by day ever since. It has, indeed, become a necessity, if the vast expenditures of the country for railways and canals are to bear their full fruit, and if we are to see during our lifetime that state of development in Canada which her enormous natural resources would justify us in expecting. This necessary supplement to the transportation system of the country is a very small matter in point of expense, as compared with what has been done. Let us not spoil the big and expensive structure we have built for want of finishing nails. Four years ago the Canadian Pacific company established, experimentally, on the Pacific between Canada Japan and China a line composed of old-fashioned Atlantic steamers, something like the best of those now engaged in the Canadian Atlantic trade. They were as good as any on the Pacific, but not good enough to divert travel from long established channels, and they lost money, but the company did not abandon the enterprise because of that. We built new ships of our own and fine ones—ships equal to any afloat in character and appointments and faster than any on the Pacific, and they at once took the trade and made money. That I hold is the way to do business. That is what Canada should do on the Atlantic. We encountered the usual croakers. We are told that people would not go to such a far away place as Vancouver to take ship for Japan and China just as we are told that they would not go to Halifax; but they did, and very soon we carried as many or each of our steamers as we carried by two or three of those on the old route. And even people from San Francisco came up the coast by rail more than 500 miles to sail in our ships. The travel thus created is a mere rivulet as compared with the great tide crossing the Atlantic; but what has been the result? This rivulet has brought a great deal of

PERMANENT WEALTH TO THE COUNTRY

We have all through the Northwest ranchmen and large farmers who discovered the country in passing through it in the ordinary course of travel. A score of the finest buildings in Vancouver belong to people in London, Glasgow, Paris, New York, San Francisco, Yokohama, Hong Kong and many other distant places—people who saw the place as travellers or pleasure seekers. And we find such people in the mines of British Columbia and in all sorts of enterprises throughout the country. Those who travel for pleasure or information are usually men of means, and most of them have made their own fortunes; these are men with eyes and ears and brains, and who know a good thing when they see it; these are the kind of people we wish to have see our country. When you induce the world to travel through your country you bring to bear upon its natural resources and advantages the combined knowledge and experience of the world. Among those who will come some will want what they find you have to sell; some will invest their money in your enterprises, and some will recognize in this or in that something which has

been put to valuable use elsewhere, but which you have regarded as dirt and of no value, and they may either stay and utilize it themselves or direct your attention to its utility. Look at a census map of North America, one on which the density of population is indicated by the density of color and you will see that the deepest color follows the established

LINE OF THROUGH COMMUNICATION.

and you will see that on the lateral lines, everything else being equal, there is no such density. This means that one section has been advertised by through travel and the other has not. Population is attracted to the great through lines as iron dust is attracted by a magnet, and how often have been seen stagnant districts along local railways quickened into life and activity when those railways chanced to become connected with others and to form part of a great line of through communication? As business men, you know that when you have induced people to come and see you you have accomplished the chief object of advertising. National advertising, the highest form of advertising and the most improved of all, has been neglected by Canada. Canada is carrying on her business with the world on a back street. The great stream of travel flows past us and south of us. Few visitors to America from Great Britain and the continent of Europe see anything of Canada, and if they hear anything of Canada it is not to her advantage. Even our neighbors across the line know little of us, near as they are. Can we run a large proportion of the transatlantic travel through Canada? I may say yes, without doubt. The distance from Quebec to Holyhead is 2,550 miles, and with steamships of the speed of the Teutonic or the City of Paris the time will be made in five days and five hours. The time from Holyhead to London is less than six hours, and allowing an hour for transfer, the time from the wharf at Quebec to Euston station in London will be made in five days and twelve hours and only

THREE DAYS AND ELEVEN HOURS.

of this time will be in the open Atlantic. While the time from Saady Hook to Queenstown is sometimes made in five days and a half, the time from the wharf in New York to the railway station in London is hardly ever made in less than seven days—so seldom that seven days may be taken as the best working result that way. Let two passengers start from London on a Wednesday at 12 o'clock noon, one by the fastest New York steamship and the other by an equally fast Canadian steamship. The one will reach New York at best at 7 o'clock the following Wednesday morning, local time, the other will have reached Quebec at 7 o'clock Monday evening, local time. The New York passenger may reach Montreal at 7.30 Thursday morning or Toronto at 10 o'clock Thursday morning. The passenger by the Canadian line will reach Montreal at midnight Monday or Toronto at 10 o'clock Tuesday morning, two whole days

AHEAD OF THE NEW YORK MAN.

The Canadian passenger will reach Chicago at 11.30 Tuesday night, while the New York man cannot reach there before 9.30 Thursday morning. It is no idle boast that such a Canadian line could take a passenger at London and deliver him in Chicago before the New York line could land him on the wharf in New York. Indeed we have a margin of 10 hours, and the statement might be made to apply to Cincinnati, St. Louis, St. Paul and Minneapolis. A Boston passenger may reach his home 32 hours quicker by the way of Quebec than by the way of New York and a passenger by the Canadian line will reach New York itself at seven o'clock Tuesday morning, twenty-four hours ahead of the quickest direct line to New York; and this will be the minimum saving of time to Philadelphia, Washington and all points in the United States, and as we come northward our advantage becomes greater. In the winter our advantage by the way of Halifax would be ten hours less, but our saving in time would still be

GREAT ENOUGH TO TAKE THE BUSINESS.

It is only necessary to provide an attractive service both by land and sea to make the railway and steamship service fit together perfectly, to make sure of the business. There are no difficulties of navigation that cannot be readily overcome—a few more lights, a few more fog signals and a few whistling buoys at the entrance to straits of Belle Isle. And the establishment of a fast passenger and mail service on the Atlantic will accomplish another—it will certainly bring an improved Atlantic freight service. In my opinion it is possible, by means of steamships

NOW AFLOAT TO TAKE FREIGHT

from the wharf at Montreal and land it on the wharf at Liverpool at an actual cost to the ships not exceeding the present terminal charges in New York. Why should our freights continue to be carried in steamships burning 80 tons of coal a day, when there are steamships afloat which will carry the same amount of freight on a daily consumption of less than 20 tons? There is hardly a fortnight in the year when we cannot send freight past Montreal to New York and Boston, and including the cost of 400 miles of extra rail carriage, land it in Liverpool inside of the rates quoted by the St. Lawrence lines. We have been obliged even to send flour for Liverpool to New London, Connecticut, and there to put it on barges for delivery to the steamers at New York. I believe it to be within our easy reach to so reduce the cost of ocean carriage as to add at least 10 per cent to the value of the exportable products of the Dominion, barring lumber. Do you realize what this means? And yet we are quarrelling about free trade and protection, and such penny, ha'penny matters. I earnestly hope that this Atlantic steamship question may

NOT BE MIXED UP WITH POLITICS.

No commercial question should be, and I trust that the public journals and the public men who may be so patriotic as to express an opinion in favor of it, may not be accused of being bought up by the C. P. R. The Canadian Pacific company has not proposed to undertake the service, and is not ambitious to undertake it. We would much prefer to see it done by some of the existing steamship companies, and if the intervention of the railway companies should in the end become necessary we would be delighted to have the Grand Trunk company with us. But let us have the service somehow. I know that the Government are fully alive to the importance of this matter, and I am sure that your hearty support will go far towards enabling them to deal with it broadly and fearlessly, for Ontario is the greatest political factor of the Dominion, and Toronto is the heart of Ontario.

It is expected that from \$300,000 to \$400,000 will go into the Georgian Bay district for apples this season.

General Superintendent Abbott, of the Pacific division of the C. P. R., is in the east consulting with President Van Horne.

The Cingalese exhibits for the World's Fair that were brought over on the S.S. Empress of Japan will be stored in the warehouse on the C.P.R. dock, Vancouver, until the arrival of the S.S. Empress of China with the balance of the exhibits. The exhibits number over 500 cases, and are principally, teak, ebony and other lumber for a Cingalese Court, which is to be erected at Chicago. The building has been put together in Ceylon, and then taken to pieces again, and each piece is numbered. Some of the pieces are very heavy and cumbersome, one block of ebony weighing about four tons. As soon as all the exhibits arrive, a special train will be made up, and sent off, with banners along the cars announcing what they contain.